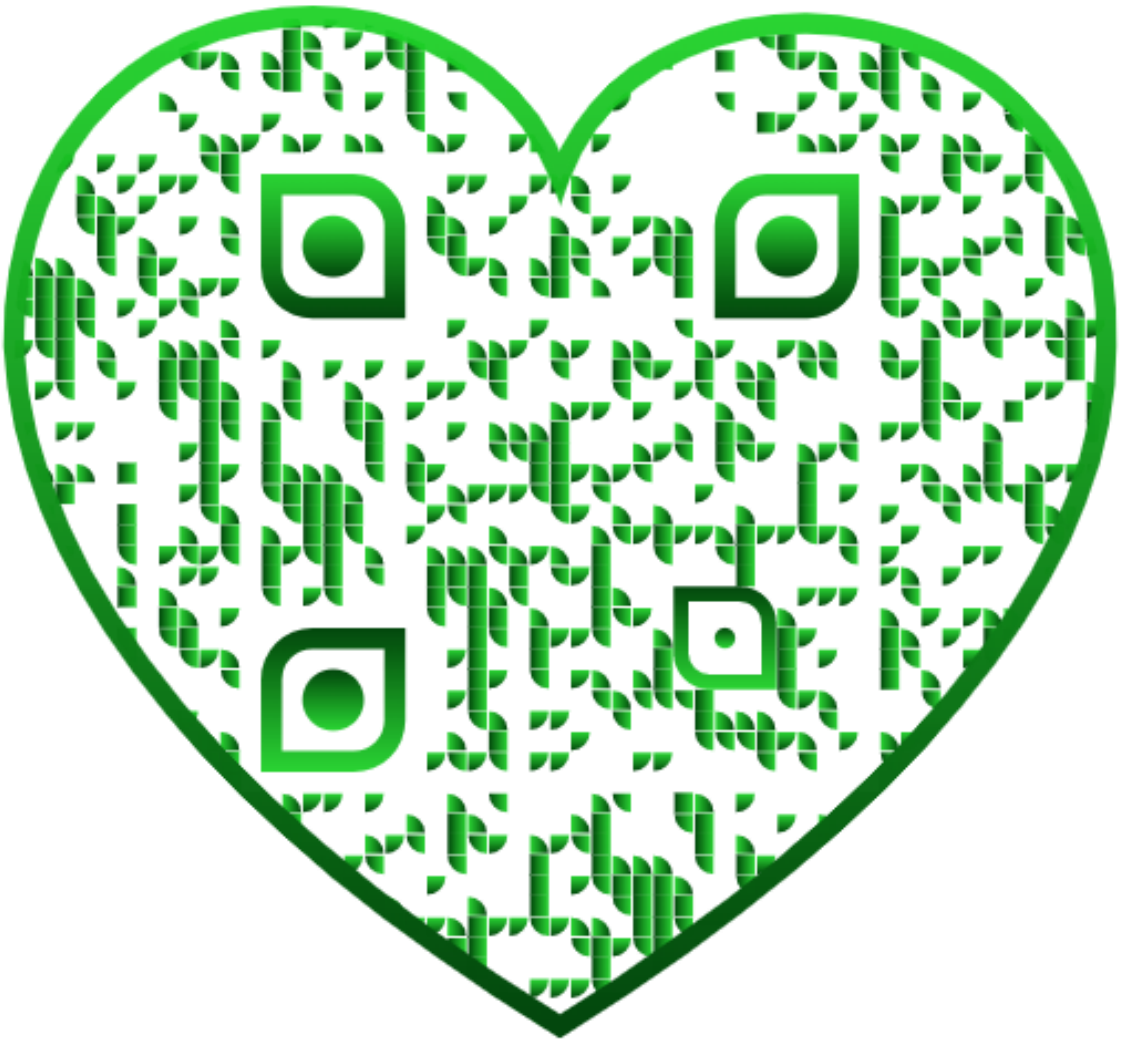
PROJECT BLUE BOOK
TOP SECRET UFO FILES
THE UNTOLD TRUTH

The HYNEK and MCDONALD Investigations
U.S. Air Force UFO Files

JOHN SCOTT CHACE



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Edition 1

Figure 1 F-101B-95 MC Voodoo 62d Fighter-Interceptor Squadron |[i]

By
JOHN SCOTT CHACE

Project Blue Book
Top Secret UFO Files

Edition 1
Updated July 2020

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"Project Blue Book, Top Secret UFO Files: The Untold Truth" (USAF - Historical) "God
"UFOs In EUROPEAN AIRSPACE: More Evidence" (Europe)

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DEDICATION

It is with honor, I dedicate this book and its contents to the following:

God Almighty, my heavenly Father and Jesus Christ for everything.

My wife Kristin Gay (Ellies) Chace (a Christian Counselor) for her commitment to marriage. My children, for their love and

understanding that their father has an unusual interest in planets and rockets.

My father Colonel Alston Rigby Chace, Chaplain (Col. U.S.A.F.-Retired), Vietnam Veteran and his brother Colonel Frank Clinton Chace Jr. (Col. USMC-Retired / deceased), Vietnam Veteran. I honor these men for their service to this country. My mother Mrs. Beverly Anne (Morse) Chace and my aunt Mrs. Joy (Dean) Chace (Franks wife) for the love they gave to my father and uncle. My sister Carey. My brother James (deceased).

To all the UFO researchers and newspapers identified in this book who have made this book possible. Special credit to Dr. Olavo Fontes (of APRO); Major Donald Edward Keyhoe (USMC), Fran Ridge (NICAP.org), APRO (MUFON), CUFOS, Jan Aldrich (Project 1947), Barry Greenwood, Bob Pratt and Phillip J. Imbrogno; Larry Fawcett; Jacque Vallee, Dr., J. Allen Hynek (Project Blue Book) and Flying Saucer Review, Dr. James E. McDonald; Loren E. Gross; Retired Detective Constable Gary Heseltine; Dr. Steven Greer; Stephen Bassett; The United States Air Force (Project Blue Book), bluebookarchive.org, fold3.com for all the years of excellent research and dedicated researchers associated with the group.

To all the brave men and women of the U.S. Armed Forces.

To all my friends in the Insurance and Reinsurance Industry.

In Loving Memory of
Colonel Chaplain Alston Rigby Chace, U.S. Air Force

Col. Chaplain Alston R. Chace was the Chief of Chaplains for the USAF in Europe and a cadet Chaplain at the U.S. Air Force Academy. He was personally acquainted with many of the Mercury astronauts who had UFO encounters and met regularly with UFO interceptor pilots on the flight line. He served his country faithfully in Vietnam and supported the men and women in uniform around the globe. He will be missed greatly.

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UFO Researchers

Dr. Olavo Fontes (of APRO); Major Donald Edward Keyhoe (USMC), Jan Aldrich (Project 1947), Barry Greenwood, Bob Pratt and Phillip J. Imbrogno; Larry Fawcett; Jacque Vallee, Dr., J. Allen Hynek (Project Blue Book), Dr. James E. McDonald; Dr. Richard F. Haines; Loren E. Gross; Retired Detective Constable Gary Heseltine; Dr. Steven Greer (Sirius and Disclosure); and Stephen Bassett (Citizens Hearing).

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UFO Magazines

Thanks to the editors and contributors of The APRO Bulletin, The UFO Investigator, The Flying Saucer Review and “UFOs: A History” by Loren E. Gross and all those that contributed to the material.

Important Websites for Researchers

Project 1947| hosted by Jan Aldrich – go to: http://www.project1947.com

NICAP.org | hosted by Francis L Ridge – go to: http://www.nicap.org/index.htm

Water UFO | hosted by Carl Feindt - go to: https://www.waterufo.net

NARCAP.org | hosted by Dr. Richard Haines | http://www.narcap.org/index.html

Sirius Disclosure | hosted by Dr. Stephen Greer | http://siriusdisclosure.com

The Citizens Hearing | hosted by Stephen Bassett | http://www.citizenhearing.org

NUFORC |hosted by Peter Davenport | http://www.nuforc.org

Military / Blue Book files

National Archives: https://www.archives.gov/research/military/air-force/ufos.html

(for National Archives -input the word UFO, and materials will appear as links)

Fold3.com: https://www.fold3.com/

The Black Vault: http://www.theblackvault.com/documentarchive/project-blue-book/

Introduction

This book is a continuation of my first two books; "UFOs In U.S. AIRSPACE: HARD EVIDENCE" and “The Invasion of Earth: UFO and Extraterrestrial Contact.” However, this book concentrates on the UFO cases found in Project Blue Book.

If you want to know more about the intimate details of Project Blue Book UFO cases you purchased the right book. Having seen many UFOs in Connecticut over several years, I wanted to understand the ships and their crews. I take a very different look at UFOs invading our earth than other writers. My goal is to educate the public on the activities of the ships and their crew. That is, I am interested in what they do, where they go and why they appear at secret military sites.

My first sighting was in Connecticut in 2011. Since then, I kept a log of all my sightings which ranged up until 2013. All of my UFO sightings led me to the conclusion that I must know more about these visitors.

Being an Air Force Brat, I assumed I knew most of our jets and bombers, but these unidentified flying objects were no planes, and they were not military aircraft. These ships have "no markings” and they typically glow at night.

World government leaders have had a poor track record of educating us all on this new reality as such we are called to teach each other. That is what I intend to do here. I hope you enjoy my third book.

Chapter 1: Project Blue Book – Dr. Hynek and Hidden Truth

A Pilot follows UFO | Article in Blue Book files | Utah: On October 2, 1961, Pilot Waldo J. Harris and seven other people at Utah Central Airport observed a UFO in the sky. Informing Hill Air Force Base security officials, Harris said he first believed the object to be a plane as he was preparing for takeoff on the runway.

As Harris became airborne, he was surprised to see the object hovering in the sky (not moving). He then decided to investigate and flew toward the object. Coming closer to the phenomenon, Harris realized it was a large disc rocking back and forth between 6,500 and 7,000 feet. Harris then contacted Utah Central Airport control tower to announce he was looking at a flying saucer about 5 miles in the distance.

About three miles from the object, “it suddenly moved upward like an elevator and began to move south.” The object was a light gray disc with an estimated circumference of 50 feet across and four feet thick at the widest point.

The disc had no openings, left no vapor trail or exhaust smoke. Harris said: “I am sure it was a controlled craft from the performance during my observation.” He then shared the UFO suddenly stopped and appeared to be hovering over the Utah Lake Omni station.

Next, he said, the craft "moved straight up and began to move west at an extremely accelerated rate of speed and disappeared with a few seconds." To prevent an air collision with the object, Harris communicated the incident to the FAA at Salt Lake Municipal Airport.

Several other witnesses on the ground using binoculars over 15 minutes said the object seemed to be "rocking while hovering. just south of the field. At times, as it turned, it almost looked like a zeppelin." [ii]

The Beginning

If you are reading this book, you may have an interest in how the U.S. Air Force tracked Unidentified Flying Objects from 1947 to 1969.

I began studying Project Blue Book after several sightings of UFOs in Connecticut from 2011 to 2013. Needless to say, after watching these things and videotaping a few, I wondered who else had seen these weird flying machines.

My curiosity took me to several places in my search for the truth. My first attempts were frustrating in that evidence was available in different sources at different websites or libraries. I wondered what was fact and what was pure fantasy.

How this book is organized

This book is written very differently from other authors of UFOs. I tend to be an author who likes fact based short stories. I tend to study UFO research materials from a systematic perspective. I find the process logical and more comfortable to follow than long stories about UFOs.

Therefore, what you are about to read is a very in-depth, consolidation of UFO short stories that are in chronological order. These stories are then arranged by topic by what the pilots “Aliens” are accomplishing with their ships.

We will follow the pilots of these extraterrestrial ships as they visit military bases, nuclear sites, weapons depots as well as chase cars, passenger planes and visiting airports. You will come away awed by how preoccupied these pilots appear in our everyday affairs.

Dr. Hynek on UFOs

Dr. J. Allen Hynek was approached by the Air Force to be a consultant on UFOs infiltrating U.S. AirSpace in the late 1940s. He later became Chief Scientific Advisor to the Air Force and handled many of the Project Blue Book cases. It was fairly apparent while reviewing the Project Blue Book files, Hynek was not always invited

to give his interpretation on UFO incidents. This becomes readily apparent when you become aware of the many Project Blue Book cases that have been misclassified. This book will address a number of these misclassifications.

Hynek, in his book; "*The Hynek UFO Report*," points out; “There is not now nor was there ever an Air Force Blue Book. The Air Force never published a comprehensive compilation of the work of their Project Blue Book, which was the name given to the project concerned with the receipt and analysis of thousands of individual UFO reports recorded over a span of some twenty years.”[iii]

The Air Force was concerned.

The Air Force was concerned about Unidentified Flying Objects for many reasons, one being they could not control the piloted spacecrafts from entering U.S. AirSpace to observe our Nuclear Stockpiles.

Dr. Hynek shared**;** “The United States Air Force, the military arm charged with protecting us from any mechanical device that flies (outside of our own), naturally was given the responsibility of investigating this bizarre and for all the government knew-potentially fearsome aerial weapon. It was only because "flying saucers" might pose a serious threat to the national security that the Air Force regarded them in the beginning as a priority matter; it wasn't important whether their origin was some country here on Earth, some other planet, or even some distant solar system. The fact was, they might be dangerous.”

“Thus, although the Air Force paid lip service to the "potential scientific advances" that might derive from a study of UFOs, there were only two aspects of the UFO problem that ever really concerned them: whether or not UFOs were a threat to national security, and whether or not they were extraterrestrial.”[iv]

As Hynek mentions; “Two schools of thought about UFOs quickly developed at ATIC in Dayton, and in intelligence circles elsewhere. One school felt that UFOs should be taken very seriously. Their belief was so strong that a top-secret report,

"*Estimate of the Situation"* was sent to Washington, stating that flying saucers were probably interplanetary and that the military should be put on an "alert" footing. Some didn't go as far as that but were ready to accept that flying saucers were real." [v]

Dr. Hynek believed other life exists in the Universe

In a 1972 interview, Dr. Hynek, made several statements about the possibilities of life in the Universe. Regarding UFOs, "The first, and probably most important, is that I am convinced that they do happen. All but 20 percent or so can be explained, but to discount those 20 percent would be to label thousands of people around the World as liars. Reputable people, including scientists, who have sighted UFOs but refuse to be named for fear of ridicule."

Secondly, Dr. Hynek believes there most likely is life in another solar system." Some stars are 10 to 20 light-years away from us 100,000,000 times as far as the moon.

> **"They quite possibly could be suns, with their own solar systems. It's arrogant and ignorant to believe we are either the only life or the highest intelligence. If the UFOs are actually visiting us, I believe they are from another solar system."**

He shared: "The entire phenomenon, of course, is complicated. Too complicated, according to Dr. Hynek, for our 20th-century intelligence. And therein lies the problem."

"If the government had given me a billion dollars a hundred years ago to explain the Northern Lights," he ·says, "I couldn't have done it.

Scientifically, we simply weren't far enough advanced. In 1850, if a wagon train crossing our country had seen or heard about a jet airplane, radar, or television, it would have been an absolute mystery. I believe it's much the same with our current degree of knowledge and the UFOs.

We're simply not advanced enough to understand a concept beyond us."

In arguing his theory of the probable intelligence gulf between Earth and the possible visitors, Dr. Hynek points out that the other solar systems could be infinitely older-and therefore more advanced.

"Consider," he suggests, "just what our technical vocabulary may be in the year 373,475. And who can predict the concepts and knowledge for which it might be a vehicle?[vi]

Hynek - Humans are not unique in the Universe

After leaving the Air Force as chief of the UFO Scientific team, Dr. J. Alen Hynek became the head of the Astronomy department at Northwestern University. While providing a speech at an Elgin community college workshop in 1974, he shared: “with the vastness of the universe and the billions of stars like our sun, it is nonsense to think that we are unique and that our sun would be the only one of the planets.”

As he continued his work in private UFO studies, Dr. Hynek must have had connections within the Air Force after leaving his Project Blue Book Air Force research position. Because in 1974, he stated the following: "that although the US government has publicly abandoned the study of UFOs, it is still doing so privately.”[vii]

Hynek – What is the UFO phenomenon?

In July 1974, Dr. Hynek shared: "The time has definitely passed when anybody could say UFOs are all nonsense. In an interview, Dr. Hynek shared: "we don't know what the UFO phenomenon represents, but we know it's real. When asked about spaceships from another planet, he said: "personally, the more I study the evidence, the further away I get from any idea of nuts and bolts hardware from outer space. The UFOs are just too puzzling, too bizarre for that theory.”

When pressed as to what they could be, and Hynek said: "publicly, I'm only prepared to go this far, the evidence shows there is some form of intelligence behind the UFO phenomenon. The activities of UFOs are not random. Beyond this, I could not say." He ended with “the UFO mystery is the greatest challenge science has today.”[viii]

Hynek believes the Government is Afraid.

In May 1975, Dr. Hynek shared that "the US Air Force has been reluctant to share the UFO reality with the American Public.

The US Air Force, he says, has covered-up many genuine UFO sightings: "The Pentagon would never accept anything that wasn't explainable. I investigated many cases which pointed to another life, but again and again, they turned them down and cooked-up some logical earthly explanation of their own."

Basically, I feel the governments of the World are afraid of alarming the people on Earth by telling them point-blank there is other life. He said: "But sooner or later it's going to come out. I just hope it's in my own lifetime."[ix]

Withholding the Truth from the Public

The reluctance of the Air Force to reveal to truth can be readily seen when Representative Edgar W. Heistand, R-Cal wrote the Air Force secretary W. Sharp on September 19, 1960, suggesting they release full information about flying saucers.

In his letter, he shared regarding unidentified flying objects, “there seems to be enough evidence available to events that they are real rather than imaginary.”

The Air Force flatly rejected the letter and quoted: “it has analyzed over 6,500 reports in the last 13 years and found no evidence that UFOs are anything but natural phenomenon.

After releasing his letter to the Air Force, the group called NICAP (the national investigation committee on aerial phenomenon) said Air Force radar at red Bluff California tracked an unknown object at the same time police witnessed an object with red lights hovering 500 feet above their patrol car on August 13.

Air Force said about this incident, “individuals concerned had a reaction of the planet Mars and two bright stars Aldebaran and Betelgeuse." In other words, the US Air Force under direct orders from the CIA, NSA, Pentagon and the President misled Congressman. Today, withholding reports, photographs, movie reels and video feeds of all UFO incidents from 1947 to present represents a breach of trust to the American public.[x]

Aliens have direct access to our World

On May 10, 1976, Dr. J. Allen Hynek and Former Canadian Pilot Arthur Bray spoke at the Ontario Institute for studies in education how UFO research in Canada. During the discussion, former Canadian Navy and Air Force pilot, Arthur Brady, shared:

> **"what government is willing to stick its neck out and admit aliens have direct access to our World and Environment? It's much easier for the government to ignore them."**

He went on to admit, about 80% of sightings of UFOs have been determined to be planes, satellites, planets, and other natural phenomena. However, that means over 300,000 Canadians have seen flying objects that can’t be explained in natural terms.

Brady said: “even though the government says it does not know what they are, they believe they are not a threat.” How do they know this? They must know something we do not! Both Arthur Brady and Dr. Hynek continue to push for the scientific studies and research of UFO sightings.[xi]

Dr. Hynek offers some answers.

In June 1976, from his Chicago office, Dr. Hynek was asked about his views on UFOs.

When asked about the UFO studies, he mentioned: "We still don't have any proof that they are vehicles from another planet." However, the reports keep coming in from police, professionals, and astronomers. The descriptions are the same, whether they are in Japan or Brazil or America. He surmised something is there, we just haven't found out what yet. When asked if these ships come from another solar system, he mentioned:

> **"We couldn't possibly do it with our technology. Of course, there might be a more technologically advanced civilization out there. Maybe they could travel here, but it probably wouldn't be in anything like a flying saucer." (Motherships?)**

When asked if he thought people saw visions? He shared: "We just don't have enough information to answer that. Whether they are from outer space, or something even more bizarre than that, like visitors from a parallel reality, we just don't know."[xii]

Hynek on Physics and UFOs

December 12, 1976, Dr. Hynek was in London on his way to a meeting in Jakarta when he was asked a question on UFOs. He shared: "he believed the people reporting contact with UFO's "has had a real experience." "There is a hardcore of stuff going on that I do not understand." "The UFO experience is real. . . but is it really real?" He added: "that the objects sighted might not obey physical laws as they are known on earth."[xiii]

Hynek - They may have advanced technology

February 27, 1977, Hynek was giving a talk to the North-Western University Alumni Club of Dallas and spoke about the long distances

these UFOs must travel to visit Earth. He shared: “there are stars millions of years older than the sun, and possibly some civilizations millions of years older than our own, may have discovered technology we know nothing about.”[xiv]

Dr. Jacques Vallee adds his thoughts.

The Invisible College of Scientists | On April 13, 1977, Dr. Jacques Vallee, an associate of Dr. Hynek, spoke about the invisible college of scientists that are networked across the World to study the UFO phenomena.

Vallee shared: "scientists and the Public take two positions on UFOs. Most will tell you it's all nonsense. But if you convince them it's not, then they go to the other extreme, and they say we're being visited by creatures from outer space. I know enough about it to know it’s not all nonsense, but on the other hand, I’m not ready to say we are being visited.”

Vallee goes on to explain, but there're several possibilities, one is the extraterrestrial origin for UFOs. "He admitted he was not opposed to the idea because, as an Astronomer, he believes the possibility of life in another universe is very great.

He admits there's an unexplained physical object in the sky. He believes it might be some form of technology advanced beyond Earth. However, Jacques Vallee also says there might be another explanation, like parallel universes, that are interpenetrating our Universe perhaps five minutes ahead of us or some effects of a black hole. However, like other scientists studying abductees from close encounters with aliens. There is a material physical object; it leaves traces on the ground, generates heat and light, and interferes with electromagnetic systems of our cars and planes.

The one thing that baffles Jacques Vallee is the fact each witness that has a close encounter sees a bright light more intense then they have ever seen before with colors that are brighter and purer than usually seen on Earth.

While interviewing people with close encounters with UFOs in Spain, France, and the United States, he agreed the people had

solid credibility. He also admitted those that had close encounters “experienced personality changes. Like any traumatic experience, such an experience is transcendent for some and for others - so disturbing that their lives are completely broken.”[xv]

The US needs major funding for UFO research.

March 20, 1983, toward the end of Dr. Hynek's career, he pushed for the funding of UFO research projects. In an interview in 1983, he discussed how it costs up to $30,000 per case for a proper evaluation. He compared the cost that the US government spent on the Patty Hearst case - $10,000,000. His remarks came after discussing a UFO incident involving a Farmer who had been taken aboard a craft by three extraterrestrials. During the encounter, three 4 ½ feet tall aliens communicated with the farmer by telepathy. There was an altercation, and blood remained on the farmer. Dr. Hynek desired the blood could have been analyzed forensically to see what type of foreign DNA was left behind.

The UFO and the occupants were seen by two other adults and their two children. They remembered the two creatures and the traditional flying saucer. They were able to draw the craft for the record and debriefing. In his opinion, Dr. Hynek said, it was a case that he wished could’ve been investigated. In other cases, he mentioned people had been burned, had nausea, diarrhea, and hair falling out. Special funding for UFO projects would allow medical consultants to check the stories of these witnesses.[xvi]

THE U.S. NAVY

We now know, the U.S. Navy began its own UFO case files through a statement made by Navy Secretary Dan A. Kimball.

In Donald E. Keyhoe’s book; “*Aliens From Space, The Real Story Of Unidentified Flying Objects*”; Navy Secretary Kimball had a conference with Rear Admiral Calvin Bolster, Chief of the Office of Naval Research’. Kimball told Admiral Bolster:

"I want ONR to make a full investigation of and Navy, and Marine reports from now on – also try to get duplicate reports from the witnesses in unexplained earlier cases. This is to be kept separate from the Air Force project."

We were never meant to know the Truth

"Do not report UFO events to the press"

Like all secrets, most if not all people are excluded from the truth. In a particular case, several Air Force men went public on their own UFO sighting only to become disciplined. On November 7, 1957, between the hours of 1:45 to 1:55 am, six airmen saw a UFO over Holloman Air Force Base.

The object was described as a "lighted object" that turned from white to orange to red in color. The only thing they noted was a slight "whistling sound." Rather than contacting the Center Information Services Officer, they reported this sighting to the local news.

After the local news published the story, the men were ordered to report to base leadership. The Holloman Air Force Base, '*AFMDC Daily Bulletin'*, then ran a story on "Unidentified Flying Objects" with a warning of 'where to and where not to' report such UFO cases. According to APRO, the men may have received disciplinary action under AFR-190-6. The final message: "Airmen and Military men are to report all UFOs to proper channels". [xvii]

Who received the UFO reports

In the late 1940's a group of Air Force officers and staff at Wright Patterson Air Force base were charged with collecting reports from military base personnel and civilians around the country. The Project Blue Book staff was small, at some points in time, only three to four people.

All reports were manually typed. Once completed the investigative UFO reports were sent to various commanders including the Command Headquarters at ENT Air Force Base (Colorado); HQ USAF Washington (DC), local air bases near the

incident, and sometimes the Secretary of Defense Washington (DC). This would tell us the following men were most likely informed of UFO activity:

Under President Harry S. Truman

- Robert A. Lovett
- George C. Marshall
- Louis A. Johnson
- James V. Forrestal

Under President Dwight D. Eisenhower

- Thomas S. Gates, Jr.
- Neil H. McElroy
- Charles E. Wilson

Under President John F. Kennedy

- Robert S. McNamara

Under President Lyndon B. Johnson

- Clark M. Clifford

Under President Richard Nixon

- James R. Schlesinger
- Elliot L. Richardson
- Melvin R. Laird

Under President Gerald Ford

- Donald H. Rumsfeld

It is apparent that everyone in the higher commands received copies of all the UFO incident reports. One would say these leaders; "were in the know."

By the time, Project Blue Book came to an end, almost every base in the United States, had its own UFO sighting or received reports of UFOs near their installation. Therefore, any intelligence members at local bases became aware of UFO activity. Unfortunately for the public, these men were sworn to secrecy. If they breached security, they faced the potential of jail time, loss of pensions and fines up to $10,000. This method of duty and punishment is found in the joint communique “JANAP."

Men of Truth

To be informed means you need to know some of the key individuals who communicated the truth to the public. There are many such people; however, for brevity, I am listing four below:

USAF, Captain Edward J. Ruppelt: For a few years, Captain Edward J. Ruppelt, USAF, was the Chief of Project Blue Book at Wright Patterson Air Force Base. Ruppelt traveled to many bases and worked with highly educated scientists on the UFO phenomenon. However, by the time he left the Air Force, he came to believe UFOs were real.

Ruppelt, published a book called: “*The Report on Unidentified Flying Objects*," which became a best seller. In this book, Ruppelt explains the advancement of the technology these visitors possessed. He shares;

“Every time I get skeptical, I think of the other reports made by experienced pilots and radar operators, scientists, and other people who know what they are looking at. These reports were thoroughly investigated, and they are still unknowns.”

> **"We have no aircraft on this earth that can at will so handily outdistance our latest jets. The pilots, radar specialists, generals, industrialists, scientists, and the man on the street who have told me, 'I wouldn't have believed it either, if I hadn't seen it myself,”….”Maybe the Earth is being visited by interplanetary spaceships."**

About the Lubbock Lights UFO event of 1951, Ruppelt states: “When four college professors, a geologist, a chemist, a physicist

and a petroleum engineer report seeing the same UFOs on fourteen different occasions, the event can be classified as, at least, unusual."

> **"Add the fact that hundreds of other people saw these UFOs and that they were photographed, and the story gets even better. Add a few more facts - that these UFOs were picked up on radar and that a few people got a close look at one of them, and the story begins to convince even the most ardent skeptic."** [xviii]

Dr. James E. McDonald: McDonald was a physicist and meteorologist who spoke with members of Congress in the 1960's. He was incredibly articulate and thorough in his analysis. Some of his papers can be found at Princeton University and the University of Arizona.

McDonald examined so many cases where the Air Force and the Condon Committee left out crucial evidence from their files and final analysis. McDonald is responsible for letting the truth out to the public.

In one UFO case of September 19-20, 1957 a UFO observed visually and on radar paced an Air Force RB-47 plane. The RB-47 was manned with a six-man crew flying on a 600-mile trip from Forbes Air Force Base, Topeka (over the Gulf) to Texas.

According to James McDonald on researching this case, the intensity of the radar signature of this object was so strong "it would have had to have an antenna bigger than a bomber to put out that much signal."

McDonald shared: "This incident never made it to the Project Blue Book files. However, it was reviewed by the Condon Committee Investigative team and somehow appeared out of nowhere."

> **The theory being it was held in different files unassociated with Project Blue Book. In the Condon committee report, the analysts agreed this was an unexplained event. It was later learned this report came directly from the Air Force from some another source.**

The question is what other reports are being held today that were not associated with "Project Blue Book?" [xix]

USMC Major Donald E. Keyhoe: Major Keyhoe was a retired USMC officer who headed up the NICAP organization. Donald was instrumental in getting the truth out. He was strong-minded and bull-headed enough to push the envelope to open the truth to the public UFOs were invading U.S. AirSpace. We will be discussing some of his cases in this book.

Dr. Hynek finds 23% of all UFO cases Have “Origin - Unknown."

On December 27, 1949, the Air Force announced that Project Grudge had been terminated, its investigations of the UFO phenomenon completed. Hynek shared; “My work figured in one of the appendices of the report. After studying, analyzing, and evaluating 237 of the best reports, my assistant and I had found that 32 percent could be explained astronomically. Others who worked on the report found 12 percent to be balloons. Another 33 percent were listed as misidentified aircraft, hoaxes, or reports too sketchy to attempt evaluation. That left 23 percent that could not be identified or classified in any of the previously mentioned categories. They were "Unknowns.”[xx]

A Hynek UFO case - It was not a fireball.

Hynek was asked to give his input into the following case: On October 8 or 9, 1947 in Las Vegas, Nevada, an ex-Air Force pilot and others reported observing a trail appearing high in the sky at an estimated speed of 400-1000 mph. The object producing the trail was not visible. The trail was as white as a cloud and dissipated in fifteen to twenty minutes. The object (UFO) proceeded in a straight line and then made an approximate 180-degree turn of radius 5-15 miles and proceeded away towards the direction of the first appearance. The weather was "almost cloudless." Hynek shared;

“No fireball on record, to this investigator's knowledge, has ever been known to turn back on itself.”[xxi]

Project Blue Book was closed

Hynek was stunned when the US Air Force shut down project Blue Book. Hynek was more concerned whether scientists would be able to carry on the valuable research and studies on the UFO Phenomena. The reality was “Project Blue Book no longer exists”. Per the archives.gov site;

“On December 17. 1969, the Secretary of the Air Force announced the termination of Project Blue Book, the Air Force program for the investigation of UFOs.”

The website states: “From 1947 to 1969, a total of 12,618 sightings were reported to Project Blue Book. Of these 701 remain "Unidentified." The project was headquartered at Wright-Patterson Air Force Base, whose personnel no longer receive, document or investigate UFO reports.”

“The decision to discontinue UFO investigations was based on an evaluation of a report prepared by the University of Colorado entitled, *"Scientific Study of Unidentified Flying Objects*;" a review of the University of Colorado's report by the National Academy of Sciences; past UFO studies and Air Force experience investigating UFO reports during the 40s, '50s, and '60s.” [xxii]

From my perspective, the real reason for closing down the project is related to the redundancy of UFO reporting channels (Air Force, Navy, Army, etc.) and a tighter military budget. The government's position on the reason for closing the project is as follows;

“As a result of these investigations and studies and experience gained from investigating UFO reports since 1948, the conclusions of Project Blue Book are:

1. “No UFO reported, investigated, and evaluated by the Air Force has ever given any indication of threat to our national security;”
2. “There has been no evidence submitted to or discovered by the Air Force that sightings categorized as "unidentified" represent technological developments or principles beyond the range of present-day scientific knowledge;” and
3. “There has been no evidence indicating that sightings categorized as "unidentified" are extraterrestrial vehicles.” [xxiii]

The three points above are addressed in Chapter 2 of my book "UFOs In U.S. Air Space." We now have over 20 counterpoints on each of the above statements that obliterate the above Air Force position statements.

For instance, we now have on record; military leaders all over the world declaring “UFOs are interplanetary spacecraft”. Furthermore, the evidence is documented with photographic, radar and eye witness testimony from Brazil, The U.S. Air Force, The U.S. Navy, Belgium, the UK and other countries.

Initially, the Blue Book records were held at Maxwell Air Force Base, Alabama. They were later transferred to the Military Reference Branch, National Archives, and Records Administration, Washington, DC. Today the records are available for public review and analysis. But remember, these are only the cases that have been “declassified”.

Presidents and Congressional Members speak out

Congress played a significant part in the UFO debates in the 1960s. Many members wanted the truth out in public. Other senators on specific committees with higher security clearances admitted “UFO meetings were taking place behind closed doors and the public would not be told the truth”. These facts can be read in my first book.

As far as presidents are concerned, President Roosevelt was the earliest known leader in the U.S. to understand the reality of the UFO phenomena. There have been many documents that have come to light revealing his direct knowledge of the phenomena.

President Harry S. Truman became the most involved of all presidents with the UFO phenomena. Being a very private person, Truman was able to keep his mouth shut. The only comment we know where he acknowledged their existence was stated on April 4, 1950. President Harry Truman in responding to news media questions about Flying saucers said;

“I can assure you that flying saucers, given that they exist, are not constructed by any power on Earth.”

Truman further mentioned the topic of flying saucers was discussed at meetings during his administration. It seems very telling that a President would add the qualifier; “given that they exist.” Without the qualifier, the sentence would read: "I can assure you that flying saucers are not constructed by any power on Earth."

This very thought and perspective was already pointed out in the General Twining memo; that: "They (UFOs) are real." [xxiv]

As we mentioned earlier, Congressional Members were becoming concerned that the American public was not being informed about UFO reality. For instance, in October 1960, NICAP released a Special Bulletin with a leading article "Congressmen Aid NICAP in Fight Against Secrecy." This article points directly to the fact that many congressmen wanted to know the truth and wanted the American public educated.

Over 20 congressional representatives supported “open hearings” on the matter subject to security matters being considered. Here are but a few comments from this article:

NOTE 1: Congressman Edgar W. Hiestand (CA) in a letter to AF Secretary, Dudley Sharp states; he is concerned that “some concrete and well-documented incident may occur, and a sensational revelation could really hurt. After all, although the UFOs are

unknown devices, there seems to be enough evidence available to convince that they are real rather than imaginary." [xxv]

Note 2: Regarding a balance of the public being informed and National Security Issue, the following comments were made: A) Senator Symington who worked on an Air Force committee stated; "the public has a sound reason to be confused about UFOs. They should be told all the facts not adverse to security".
B) Senator Smathers made a similar comment; "The public should know all the facts are not violating security." C) Representative McCulloch commented; "Citizens should be fully advised about UFOs if it would not endanger security."

But there is the rub – all UFO cases were considered a "National Security" threat!

Comment | We can say as of 2019: "The American Public has been told nothing from the Government on UFOs."

NOTE 3: Interestingly, it was Representative R.J. Scott, who stated: "The public should be told the facts in a manner which would avoid alarm. If the information were presented to appeal to reason, not emotion, I think it would be a good thing." [xxvi]

Comment | My question would be what constitutes "security," given "everything with this subject matter" appears to be considered "National Security"? If the Air Force finally concluded UFOs were not a matter of National Security, where are all the photographs taken by gun cameras and at military installations?

NOTE 4: November 4, 1960, Representative John W. McCormack, (D-Massachusetts), Speaker of the House stated in a November 4, 1960 letter to Major Donald Keyhoe: "Some three years ago, [1957], as chairman of the House Select Committee on Outer Space out of which came the recently established NASA, my Select Committee held executive sessions on the matter of 'Unidentified Flying Objects.' We could not get much information at that time, although it was pretty well established by some in our minds that some objects were flying around in space that was unexplainable." **[xxvii]**

Crash and Retrievals

How many have there been?

One particular researcher Dr. Leonard Stringfield wrote several books on UFO Crash Retrievals. The U.S. Army conducted many of these retrievals, and yet no case files exist in Project Blue Book. Why? – National Security!

So, the statements above, published by the U.S. Air Force are misleading. The responsibility of crash retrievals at the time, fell to the U.S. Army – not the Air Force. Crash retrievals – the crafts and occupants are always a matter of National Security.

Crash at Aztec: The following case is fascinating and comes to us from John D. Lofton, Jr. '*Lubbock Avalanche-Journal'*. This case involves a 30-foot diameter spaceship crash at Aztec New Mexico in February of 1948. Some researchers place the date around February 13th.

According to the '*Avalanche*': "Robert S. Carr worked on highly classified secret government projects for Walt Disney." Moreover, that during his work with the Disney organization he learned about this particular crash where as many as "12 "little men were killed" (Extraterrestrials) on impact.

"The bodies were taken to Wright Patterson Air Force Base in Dayton, Ohio where the bodies were placed in cryonic suspension." The fascinating facts revealed the following points made by Carr:

1. The "CIA covered up the information";
2. Over "500 highly placed people in the medical profession, the academic world, and intelligence community have examined the humanoids and the craft they arrived in";
3. The "beings were described as three and four feet high";
4. They "were wearing dark blue Uniforms made out of a metallic, flexible thread";
5. "President Dwight D. Eisenhower had the opportunity to touch the UFO."

Even if one of the above five facts have any truth to them, you have to wonder, why should this be kept a secret? Furthermore, why would the U.S. Government work with Disney on such a project?

In 1995 the Disney corporation produced a TV show on UFOs that aired in two states. The subject matter was so real and convincing; some government agency ordered the show be removed from the airwaves. [xxviii]

We are being Conditioned

In 1978, Dr. Leo Sprinkle, director of Counseling at the University of Wyoming, had given psychological tests to "a number of persons claiming to see UFOs, including one to a Nebraska state trooper for the Condon report."

Sprinkle concluded: "most of these people are normal, yet they have had an unusual sighting." Sprinkle himself had reported several UFOs during his time with the US Army.

He shared: "it seems the evidence is sufficient to indicate that Earth is being surveyed by spacecraft and the spacecraft are piloted or controlled by intelligent beings. I don't know the origin or purpose. But I can speculate that we are being conditioned to the idea that we are not alone."

He also added: "it also is possible that aliens are conditioning earthlings to realize that science and religion can't explain everything. Meaning, that flying saucers are governed by other laws with which we are not familiar." As Dr. Sprinkle continued to meet with witnesses, he said: "the more I see these cases, the people are not neurotic or have psychotic reactions which might account for the stories."[xxix]

- - - - - - - - - - - - Other unusual UFO cases - - - - - - - - - - - -

UFO crash at Shag Harbor
"Classified."

The following case is one of great mystery as it is discussed in depth with many UFO researchers. In this case, I am presenting information from four different researchers who shared various aspects of the UFO event. When you put all the pieces together of this one case, one can see the compelling evidence for a UFO crash in nova scotia waters.

The fact is, this case should have been in Project Blue Book but was not because it was classified "Top Secret."

Research by Ledger and Styles

On October 4, 1967, a UFO crashed into the sea at Nova Scotia, Canada - Shag Harbor. The event seen by many citizens is now known as the Shag Harbor Crash/ Retrieval Incident. "From early evening until 11:30 pm, numerous independent witnesses observed unexplained aerial activity. Near Sambro at 9:00 pm, the captain, and crew of a fishing boat saw four brilliant red lights in a box formation that appeared to be on or just above the water.

UFOs in "Box" Formation

Occasionally one of the UFOs would flare up so bright that it would cause an after image in their eyes. The objects also were tracked on a ship's radar."

"Between 11:00 and 11:30 pm, northwest of Briar Island, the captain and crew of a fishing vessel saw a brilliant white light the size of the moon. As they watched, three bright yellow lights emerged and formed a triangle around the more massive light."

“The satellite objects then moved across the sky and back at high speed. Other vessels also made observations.”

“Sambro is about 12 miles southwest of Halifax. During this same time interval 5 miles southwest of Weymouth, in the general direction of Briar Island, a policeman and three game wardens saw an orange-colored light just above the tree line moving silently and slowly with spark-like objects emanating from the light.”

“At about 11:20 pm just west of Shag Harbor, teenagers in a car saw an object flying low, flashing four lights, one after the other, in a straight line. It appeared to be slowly descending at a 45-degree

angle. When next seen, the object had impacted the water's surface 200-300 yards offshore. It drifted on the surface showing a pale-yellow light. Boats were sent out to rescue passengers from a presumed “downed” airliner, but searchers found only dense yellow foam.” [xxx]

Research by CUFOS: International UFO Reporter

“The incident began during the evening of October 4, 1967. The first reports came in from southeastern Quebec shortly after 7:00 pm when pilots of an Air Canada airliner saw a large, brightly lit, rectangular object thought to be at an altitude of about 12,000 feet, trailed by several smaller lights. Then an explosion seemed to occur near the UFO, and the smaller lights (other UFOs) began to veer away. The airline crew watched the display for several minutes until it moved out of sight. Within 30 minutes, witnesses on the ground reported seeing lights moving from the northeast to the southwest.”

“At about 9:00 pm the crew of fishing boat near Sambro, Nova Scotia, saw several red lights over the water and also detected objects on their shipboard radar. They reported the objects to the Canadian Coast Guard and the RCMP, who asked them to file a formal report when they returned to port.”

“More witnesses again reported odd lights in the sky around 10:00 pm, including writer Chris Styles, who saw something strange over Halifax Harbor himself. He saw an orange, glowing, disc-shaped object moving over the water, and he ran to get a better look. He could see it was a 50-foot-diameter orange ball, making no sound as it passed overhead.”

Figure 2 - Illustration of a Disc versus Sphere UFO

"Styles wasn't the only witness in the area at that time." Others also reported seeing the orange ball (sphere) drifting in a southeasterly direction. Around 10:30 pm professional photographer Will Eisnor in Lunenburg took photos of three lights in the sky in a

triangular formation. Around 11:00 pm, southwest of Weymouth, a police officer, and two game wardens observed a fireball just above the tree line.” [xxxi]

Research by NICAP: The UFO Investigator

"According to the ‘*Halifax Chronicle Herald*,' a spokesman for the RCAF (Royal Canadian Navy and Air Force) said their department was very interested in the reports. Squadron Leaders Bain said, "the shag Harbor incident is one of the few where we may get something concrete on it."

According to many residents, a series of bright lights were seen gliding over the waters off Shag Harbor in full view. Within 20 minutes, several constables of the Royal Canadian Mounted Police were on the scene, attempting to reach a spot where the UFO submerged. The Coast Guard joined the Police and eight fishing vessels a large patch of yellowish foam and bubbling water was found, unlike anything seen there before.”

“Navy divers searched the area for two days and found nothing according to press reports. After a few days of the Shag Harbor incident, another object was seen that was 55-60 feet long having a row of red lights flying at 500 to 600 feet in altitude. Five people who also reported interference on television receivers at the same time saw the UFO.” [xxxii]

“The Shag Harbor case was not to our knowledge reported to the Air Force; it is not in the U.S. Air Force Project Blue Book Files for 1967. This file should be in the Air Force Files as military and police from other countries north of the U.S. were involved. It is conceivable this incident is filed in a "classified file" or another filing system in the United States."

Research by Richard M. Dolan

Dan Dolan brings out some fascinating facts in his book *“UFOs and the National Security State.*" On October 6, 1967, Canadian Navy divers from the H.M.C.S. Granby began searching the waters and ocean bottom for evidence of the crashed vehicle. According to the records and the people, the official dive ended on the 8th with "nothing being found."

On the 11th it was reported more lights were seen hovering over the area, but nothing further gleamed. In Richard M. Dolan's book *"UFOs and the National Security State"* we find, that in the 1990's, researchers Chris Styles and Don Ledger had interviewed the former Dive Team from the Canadian Naval Vessel. What they uncovered had never been told to the public:

> **"The searchers realized that the object had moved northeast, near a then-top-secret submarine detection station run jointly by Canada and the U.S. As a flotilla of ships, positioned themselves over the submerged craft, a second underwater UFO joined the first and engaged in a repair operation. The members of the ships observed but did not interfere. Seven days later, a Soviet Submarine appeared but was escorted away. Soon after, the two UFOs moved off toward the Gulf of Maine. Emerging from the water, they ascended rapidly and flew off".** [xxxiii]

The missing case file of the 1947 Roswell Crash

If you go to the internet and look up the National Archives, you will find the following points being made.

- "The National Archives has been unable to locate any documentation among the Project Blue Book records which discuss the 1947 incident in Roswell, New Mexico."
- "On September 8, 1994, the Secretary of the Air Force, Sheila E. Widnall, announced that the United States Air Force had completed its study to locate records that relate to the alleged 1947 UFO incident near Roswell, New Mexico."
- "Pro-UFO researchers claim that an extraterrestrial spacecraft and its alien occupants were recovered near Roswell in July of 1947 and that this fact was kept from the public."

- “At the request of Congressman Steven H. Schiff (R-NM), the General Accounting Office (GAO) initiated an audit in February of 1994, to locate all records relating to the "Roswell Incident" and to determine if such records were properly handled. The GAO audit was completed and the results published by the Headquarters, U.S. Air Force in 1995. The publication is entitled; *"The Roswell Report: Fact vs. Fiction in the New Mexico Desert."* This publication may be obtained from most U.S. Government Depository Library. The call number is ISBN 0-16- 048023-X.”
- “The General Accounting Office audit involved a number of government agencies but focused on the Air Force. To support this audit, the Air Force initiated a systematic search of current Air Force offices as well as numerous archives and records centers which might help explain the incident. Air Force officials also interviewed a number of persons who may have had knowledge of the events. Prior to the interviews, Secretary S.E. Widnall released those persons from any previous security obligations that may have restricted their statements.”
- “The Air Force research did not locate or develop any information that the "Roswell Incident" was a UFO event nor was there any indication of a "cover-up" by the Government. Information obtained through exhaustive records searches and interviews indicated that the materials recovered near Roswell was consistent with a balloon device of the type used in a then-classified project. No records indicated or even hinted that the recovery of "alien" bodies or extraterrestrial materials.”
- “All documentation related to this case are now declassified and the information in the public domain. Documentation has been turned over to the office of the Air Force Historian.” [xxxiv]

Furthermore, the government states; “Periodically, it is erroneously stated that the remains of extraterrestrial visitors are or

have been stored at Wright-Patterson AFB. There are not now nor ever have been, any extraterrestrial visitors or equipment on Wright-Patterson Air Force Base." [xxxv]

The above information as said is mainly correct, "except for certain exceptions." Let's go over a few statements made above:

1. **GAO: The Air Force research did not locate or develop any information about the "Roswell Incident':** In the GAO report, a fascinating piece of information was found. That is; "all outgoing communications leaving the base had been destroyed." When congressional members asked who ordered the outgoing messages destroyed, the answer was "they did not know."
2. **GAO: "indicated that the materials recovered near Roswell was consistent with a balloon device":** Before and after the Roswell crash, hundreds of UFO sightings were documented in New Mexico, Arizona, and Utah. In most cases, these objects were "disc" shaped. Authors Thomas Carey and Donald Schmitt wrote two great books on this subject: "*Witness to Roswell: Unmasking the 60-Year Cover-up"* and *"The Children of Roswell".* Carey and Schmidt have now collected statements from over 600 witnesses attesting to the fact a UFO crashed and its contents were taken to Fort Worth (TX) and on to Wright Patterson Air Force Base (OH). These two books are a must read for people interested in Roswell. They reveal the shocking truth.
3. **GAO: Since Project Blue Book was closed, nothing has happened to indicate that the Air Force ought to resume investigating UFOs:**

As we discussed above, significant inconsistencies are noted for the above statement. Not only do we have the General Bolender Memo, but many Air Force cases remain classified. Some of these non-declassified cases were given to NICAP's Donald Keyhoe as well as the Condon Committee study group. These cases were never placed in Project Blue Book and we the public have no access to the stories.

4. **GAO: Periodically, it is erroneously stated that the remains of extraterrestrial visitors are or have been stored at Wright-Patterson AFB:** One would think, we could take this statement at face value. However, I was given a chance to meet a former Air Force officer, who was at Wright Patterson in 1948 and he admitted to signing a non-disclosure agreement.

He signed the non-disclosure agreement as he was a witness to three saucers in one of the WPAFB hangers. I have found other cases in my research where other military officers also observed the saucers at Wright Patterson back in the last 1940's. Since the 1940's the UFOs may have been transferred to other bases for study or storage.

5. **GAO statement: "We focused mainly on the Air Force."** At the time of the Roswell incident, the Air Force was not a separate operating group. The Air Force was, in fact, a part of the U.S. Army up until September of 1947.

Witnesses to the Roswell incident shared, it was the U.S. Army that found and transported the Saucer and debris back to Roswell field. It was then members of the Army Air Force that took the remnants on to Fort Worth (TX) and Wright Patterson Air Field (OH). It seems the GAO, did not search all U.S. Army files in 1947 to see if any memos came through that branch of the military.

Where to report your UFO sighting

As we wrap up this chapter, the U.S. government, on its archive's website states: "A person calling the base to report a UFO is advised to contact a private or professional organization or to contact a local law enforcement agency if the caller feels his or public safety is endangered."

If you have a UFO incident in your neighborhood, I would recommend the following two organizations for their commitment to the phenomena and reporting expertise.

MUFON: https://www.mufon.com

NUFORC: http://www.nuforc.or

Chapter 2: The FBI and CIA - Involvement

In my first book: "UFOs In U.S. Air Space," I discuss how the CIA, FBI and other government agencies knew more about UFOs than the public understood at the time. Even today (2019) government websites share scant reports of UFO material, mainly for the reasons of "National Security" concerns. As such "Top Secret" files will not be visible to the public until the President has them declassified for all to read.

At one time, FBI Director, J. Edgar Hoover, wanted his organization involved in investigation of UFO related cases on U.S. soil. We know this as Hoover complained about the Army recovering a “disc” and not letting the FBI see the disc. However, our Government leaders decided the responsibility of the handling and reporting of UFO cases would fall to the U.S. Air Force.

Despite this internal rivalry among government agencies, the FBI became involved in some cases where concerned citizens contacted them for assistance on local UFO sightings.

The FBI

UFO lands at Laurel |FBI Case: On July 11, 1947, at 10:45 pm a person called the Washington Field, FBI office to report a flying saucer landed at Laurel, Maryland. According to the FBI report, the observer was so excited on the phone he had difficulty getting his name out. The FBI passed the information on to proper authorities at G-2. The AP office called the FBI office to inquire into the landing and was informed the report was passed on to Army authorities. [xxxvi]

Note: The FBI contacted the Army – not the Air Force branch.

FBI Letter on Saucer Recoveries | Guy Hottel Memo: March 22, 1950, Guy Hottel, Special Agent at the Washington D.C. Field

Office, wrote an Office Memorandum to the Director of the FBI stating the following:

> **"An investigator for the Air Force stated that three so-called flying saucers had been recovered in New Mexico. They were described as being circular in shape with raised centers, approximately 50 feet in diameter."**
>
> **"Each one occupied by three bodies of human shape but only 3 feet tall, dressed in metallic cloth of a very fine texture. Each body was bandaged (Uniform) in a manner similar to the blackout suits used by speed flyers and test pilots the saucers were found in New Mexico due to the fact that the Government has a very high-powered radar set-up in that area and it is believed the radar interferes with the controlling mechanism of the saucers". [xxxvii]**

Note: the above memo sounds as if Guy Hottel was describing the Aztec crash mentioned in Chapter 1.

FBI Memo – National Alert: On December 8, 1950, the FBI released the following statement at Richmond, Virginia: "This office very confidentially advised by Army Intelligence, Richmond, that they have been put on Immediate High Alert for any data whatsoever concerning flying saucers. CIC (Counter Intelligence Corps) here states background of instructions not available from Air Force Intelligence, who are now aware of the reason for alert locally, but any information whatsoever must be telephoned to them immediately to the Air Force Intelligence. CIC advises data strictly confidential and should not be disseminated." [xxxviii]

A couple reports UFO | FBI Case: On August 24, 1952, a letter dated September 1952 from the Federal Bureau of Investigation, New Haven, Connecticut said a husband advised that he and his wife had seen what they considered to be a flying saucer during the evening hours in Bridgeport. The husband stated that he and his wife observed this object for approximately one minute and that it

appeared to be flying at an altitude of roughly 3,000 feet and a speed of over 200 miles an hour. [xxxix]

Man reports UFO over his home | FBI Case | Arlington, Virginia: On September 12, 1952, at 2036 hours (8:36 pm) an FBI agent spotted an unidentified flying object over his home in Arlington.

"The agent's wife in an interview stated it appeared as a ball of light the size of a softball traveling SE to NW at a slow speed. The object flew at an altitude of 500 feet without any sound of propulsion. In her opinion, it was flying slower than a conventional craft and wondered how it could remain aloft."

"Another witness described the object as being reddish-orange in color.

Furthermore, Commander Ellington at Anacostia Naval Air Station received calls from 11 people claiming they witnessed something unusual."

"One navy plane approaching the Air Station remained aloft and reported what he thought was a falling star." The information was turned over to Bolling AFB, Director of Intelligence at Headquarters Command. [xl]

The CIA

In addition to the FBI, our own CIA became a collection point for domestic and international UFO cases. We learn this through other research organizations as well as the CIA website.

CIA removes crucial evidence of UFO incident: The following case is not in Project Blue Book and remains classified. '*The A.P.R.O Bulletin'* gives us the information on this case.

The newsletter can be read online at http://www.openminds.tv. It was around 12:30 am on June 4, 1957, when civilian and military personnel observed a globe shaped light approach Holloman Air Force Base. '*The A.P.R.O. Bulletin'* informs us the UFO:

1. came “from the direction of Sierra Blanca in the northwest”;
2. was “covered in a pale, blue-green color”;
3. was witnessed “for 10 to 15 minutes”;
4. “appeared to be conducting some surveillance of Holloman Air Force Base”;
5. “stopped in midair, suspended itself (hung there) in the sky, and then proceeded to swing like a pendulum from side to side”;
6. “began moving forward and headed for White Sands”;
7. “then began a swift ascension and disappeared”.

According to ‘*The A.P.R.O. Bulletin*”, Mrs. Coral Lorenzen: “contacted the base to inquire of the sighting; however, the Public Information Officer would neither confirm nor deny the event took place.”

US Assistant Director Scientific Intelligence, “Concern – Not Natural or known aerial vehicles”: On December 2, 1952, H. Marshall Chadwell, Assistant Director Scientific Intelligence sends a memorandum to the U.S. Director of Central Intelligence stating: “Sightings of unexplained objects at great altitudes and traveling at high speeds in the vicinity of major U.S. defense installations are of such nature that they are not attributable to natural phenomena or known types of aerial vehicles”. [xli]

Meeting On UFOs
“UFOs – No Threat to National Security”

From January 14-18, 1953 several high-ranking military and government agency personnel met to discuss the UFO situation. “Topics on Wednesday morning included the O/SI concern over potential dangers to national security related to the sightings.”

“The Tremonton, Utah and Great Falls, Montana UFO film was shown. Wednesday afternoon included the USN photo analysis of the above films by the Photo Interpretation Laboratory in Anacostia.”

“These meetings included Dr. J. Allen Hynek. Captain Ruppelt, CIA Personnel, Mr. Dewey J. Fournet, Captain Harry B. Smith. On

Thursday, Brigadier General William M. Garland attended and suggested to declassify as many reports as possible."

"On Friday, Mr. Fournet gave his briefing on the UFOs and his 15-month experience in Washington (DC). According to another source, Mr. Fournet submitted for consideration a group study concluding that: "UFOs were intelligently controlled."

According to this source, "Captain Ruppelt admitted the study was "really hot" as it was read in the Intelligence community and that officers at command found the study convincing. In closing, the report was so sensational those at the highest level refused to endorse it."

According to experts the cases selected for the review were not the best examples of evidence. Somewhat, similar to the Condon Committee in the 1960's. The panel then concluded that: 1) there was no evidence of a direct threat to national security in the objects sighted in the reviewed cases. January 17, 1953, the Panel (also known as Robertson Panel) concluded the following:

1. "That the evidence presented on Unidentified Flying Objects shows no indication that these phenomena constitute a direct physical threat to national security."
2. "That the continued emphasis on the reporting of these phenomena does, in their perilous times, result in a threat to the orderly functioning of the protective organs of the body politic," (Note; Concern for "control") The Investigation of UFOs — Central Intelligence Agency. [xlii]
3. "In order to effectively strengthen the national facilities for the timely recognition and the appropriate handling of true indications of hostile action, and to minimize the concomitant dangers alluded to above (No 2 and No 1), the panel recommends:
    1. "That the national security agencies take immediate steps to strip the Unidentified Flying Objects of the special status they have been given and the aura of mystery they have unfortunately acquired.";

2. “That the national security agencies institute policies on intelligence, training, and public education designed to prepare the material defenses and the morale of the country to recognize most promptly and to react most effectively to true indications of hostile intent or action”. (Note: Public image campaign) [xliii]

“In total, the meeting covered 75 cases of sightings from 1951-1952 provided by the ATIC and other materials. Dissenters were: Dr. J. Allen Hynek who believed the three days session was too fast as he was studying the phenomena for five years.”

“Dr. Thornton Page stated 5% to 10% of the "highly unusual cases" was completely ignored by the committee. He also made a slip of the tongue (according to Mr. Gross report) about the "UFO scare being nonsense," which upset Mr. Robertson (CIA). [xliv]

Comment | We see above both Dr. Hynek and Dr. Page (Scientists) were concerned the Robertson Panel (established by the CIA), was white washing the UFO reality. An FYI – Dr. Page had his own UFO sighting along with other scientists back in the late 1940’s.

CIA initiates the Debunking of all UFO Cases
"Selling the Public – UFOs are nothing but Illusions."

The material we now go over is from the research of USMC Major Donald Keyhoe. Late February 1953, Major Keyhoe (USMC) contacted Al Chop at the Pentagon and asked about recent UFO activity and the plans to reveal the UFO phenomenon to the public. Keyhoe learned of the CIA’s initiative to debunk all UFOs.

According to Major Keyhoe; "The Air Force gave some of their top men a secret briefing. The CIA people advised them to put out a new report, debunking the saucers the way they did in '49 --tell the public the project was ended, and then carry it on underground.”

“It was also then Major Keyhoe learned that Al Chop was resigning from the Air Force and joining private industry.”

According to Mr. Loren E. Gross's research, the following was said between the two:

"Chop confirmed that people in Air Force Intelligence were sharply divided over what to do with UFO information, especially the sensitive Tremonton UFO film."

"Two groups within Air Force Intelligence were at odds with one another, he said, with some officers content with the "unexplained" conclusion but they were opposed by others who wanted to stress the seagull theory."

That anyone would favor the bird idea astonished Keyhoe who exclaimed; "You're kidding!".

"Knowing that both the Air Force and Navy photo labs excluded the bird answer, Keyhoe demanded to be told what authorities were going to say to the Press, so Chop explained that it had been suggested that the two military test results be mentioned but not treated in detail, and other films showing sunlight reflecting off balloons and seagulls be shown along with the UFO film."

As he listened to this, "Keyhoe became angry." Chop, noting the emotional response, said something in defense of the "anti-UFO group." (Without giving any clue he may have known anything about the Robertson panel) by remarking: "They honestly think they're right, that it's better to keep the thing quiet and not stir up people." [xlv]

"Super-Secret meetings on UFOs held from public" for fear of public panic Roscoe H. Hillenkoetter CIA - 1957

In October 1957 a UPI story shared that former Central Intelligence Chief (Roscoe H. Hillenkoetter) reported: "congressional super-secret hearings on "flying saucers" have never made their findings public."

The UPI report shared that NICAP revealed a letter from Representative William H. Ayes (R-Ohio) written to Melvin V. Knopp of Ohio stating:

> **"Congressional investigations have been held and are still being held on the problem of unidentified flying objects (UFOs). Since most of the material presented to the committees is classified, the hearings are never printed. When conclusions are reached, they will be released if possible".**

This was followed by a statement from Representative Ralph H. Scott (D. N.C) who stated:

> **"The general public should be allowed information thus far known about flying objects except, of course, in the case where they might become unduly alarmed or panicked by such revelation. If this information could be presented to the American people in such a way as to appeal to reason and not to emotion, I think it would be a good thing."** [xlvi]

CIA ordered the debunking of all UFO stories: On October 7, 1966, according to Dr. James E. McDonald, CIA agent P.G. Strong signed the secrecy order to "Debunk all UFO reports." The main reason for debunking the reports was said to diminish the widespread reports of their sightings that were "clogging up intelligence channels."

The signed order attached to the Robertson Report found in the Project Blue Book files that had also been "classified." The Robertson Report was a government- sponsored investigation of the UFO problem by a group of respected scientists.

According to McDonald, he was allowed to read the Robertson Report and see the order after it was declassified for him at Wright Patterson Air Force Base in Ohio. When he asked to make Xerox copies of the report, the Air Force asked the CIA who ordered it “classified” a second time.

Furthermore; the CIA in its debunking order said civilian UFO organizations like ‘A.P.R.O.’ should be kept under surveillance because "they might be subversive."

McDonald speaking to students and members of the faculty stated:

> **"There is quite strong evidence the UFOs are from outer space.” “I haven't the slightest idea where the UFOs come from." "They don't fit any form that we know here on earth.” “The only thing that can fit the known evidence is that the UFOs are extraterrestrial.”**

He said the patterns of sightings suggest that the saucers if they are from some other planet, are here on peaceful reconnaissance missions. That would explain the "buzzing incidents, the hovering of UFOs over cars and trucks and flybys of aircraft," McDonald theorized. McDonald also shared:

> **“The Air Force has stated 95 percent of the UFOs can be explained while 5% of the sightings defy logical explanation. Contrast this to McDonald saying the percentage of cases that defy explanation is closer to 50%.”** [xlvii]

On October 21, 1966, speaking before the American Meteorological Society, Dr. James E McDonald, Professor of Meteorology at the University of Arizona, repeated his statement that the Central Intelligence Agency had ordered the Air Force to debunk UFO reports.

Furthermore, it was the U.S. Air Force regulations that had made the release, at the air-base level. Any information on military sightings must remain confidential and any breach brings a punishment of fines up to $ 10,000 and imprisonment up to 10 years.

We note, Dr. McDonald stated: “UFOs are probably extra-terrestrial vehicles engaged in something of the nature of a

reconnaissance operation.” [xlviii]

CIA Holds on to classified reports

According to an article in 1975, the CIA was forced to unveil some of its Top-secret documents on UFOs. Despite the CIA stating on its website that it was never involved in UFO studies, the article points out, "the CIA was sufficiently disturbed that it sought to have a National Security Council establish the UFO problem as a priority."

“But even though it has been ordered by the White House and Congress to declassify some of its old material, the CIA has managed to hold on to the real secrets. All sensitive portions of the once hush-hush papers have been cut out or "sanitized," as they say in Washington.”

Today we see evidence of the CIA, releasing older 1950 UFO case files on its website as well as its own articles downplaying its role in the UFO investigations. Furthermore, the CIA continues to place information on its website about U-2 Spy planes being mistaken as UFOs when the majority of the sightings are within 300 feet of the ground. None of the CIA declassified website article is of value as it continues to sanitize information to the Public.[xlix]

Conclusion

We learned in the chapter, though the U.S. Air Force was in charge of Project Blue Book, other government agencies were working behind the scenes to monitor and maintain the secrecy of all UFO cases in the U.S.

Chapter 3: U.S. Gov't, hides the Evidence

During the 1950s and 1960s, several Air Force and Navy Officers wanted the American public to know the truth about UFOs. However, the CIA and other government agencies with "National Security" in mind decided to debunk all UFO sightings.

Military and Commercial Pilots were restricted from saying anything to the public. Major newspapers were asked not to publish UFO incidents. In essence, with the CIA initiating a national debunking project, the American people were in the dark.

In this chapter, we explore who was behind the debunking projects and how the government agencies and U.S. Air Force implemented the protocols.

CBS cuts Major Donald Keyhoe from the Air
UFOs are Interplanetary

As we mentioned in chapter 1, Major Donald E. Keyhoe wanted the truth about UFOs released to the public. The reason for his interest in informing the audience was for "public safety". Safety not only when flying commercial passenger airliners but for an inadvertent nuclear missile exchange with Russia.

On January 28, 1958, Major Donald E. Keyhoe released a statement to the public following his appearance on the CBS Armstrong Theatre UFO program. A few days before, Donald was on the air with Mike Wallace sharing his knowledge about UFOs. It was during the live airshow; The Air Force and CBS grew concerned that Mr. Keyhoe was sharing more than his preapproved script by the government.

It was then, CBS executives decided to cut the show during its broadcast. Keyhoe was prevented from mentioning the following comments on the air;

1. A September 23, 1947, secret conclusion by Air Technical Intelligence Center (ATIC) that flying saucers were real.
2. A 1948 top-secret ATIC document concluding that the UFOs were interplanetary spaceships.
3. A secret Air Force Intelligence analysis of UFO maneuvers, also concluding that the objects were Interplanetary.
4. A secret report by a panel of top scientists convened at the Pentagon in January 1953 which urged: a) that the Air Force quadruple its' UFO project, and b) that they give the American people all UFO Information, Including secret Air Force conclusions, unsolved sightings, and photo analyses. [l]

UFOs fly over Washington DC

It was during this time, people all over America, started picking up their phones and putting pen to paper to share their own extraordinary UFO sightings. UFOs were showing up at their farms, schools, airports and next to passenger airliners.

The U.S. Capital, had four significant overflights of UFOs in the 1950's and 1960's. In the 1952, Washington DC had three UFO overflights. Two occurred in July 1952 (19^{th}/20^{th}; and 26^{th}/27^{th}), and one in August 1952. Finally a fourth UFO overflight took place on January 1, 1965. You could say our Capital was being viewed from above and is was from no source on earth!

On July 28, 1952, articles retrieved from Project Blue Book discuss many credible witnesses to the Washington, D.C. UFO event. In one Air Force report the phrases used to describe this event mentioned;

1. There were "seven brilliant bluish white objects";
2. They "appeared to be round in shape";
3. They were the "size of largest bright stars";
4. There was "no exhaust, no sound, and had unknown propulsion";
5. They had "tremendous rate of speed". [li]

In addition to the above verbal comments the following evidence was reviewed;

1. Movie (film footage) was taken;
2. Air Force jets were scrambled to intercept the objects;
3. Radar anomalies were seen at National (now Reagan) AirPort.

Also, radarscopes at Andrews Air Force Base (MD) and Bolling Air Force Base (DC) picked up "solid returns." [lii]

NOTE 1: The same period and miles away, Mrs. Maude Routte (or Route) wife of Reverend Jesse Route and sanitation men witnessed a circular disk, with a neon light around it, floating just below the clouds. This happened near her home in Jamaica, NY. The report came from the Long Island Air Force reports. [liii]

NOTE 2: Colonel Ross Dedrickson U.S.A.F. (Retired), was interviewed by Dr. Steven Greer for the upcoming book "Disclosure, Military and Government Witnesses Reveal The Greatest Secrets in Modern History." During the interview Colonel Ross Dedrickson admitted earlier in his career during mid-July 1952, while working at the Atomic Energy Commission, he witnessed his first nine UFOs fly over Washington, D.C. These crafts were no higher than 500 feet, and they appeared bigger than his thumb. In this case, each object could be around 50 feet long. [liv]

President Eisenhower Conflicted over UFOs?

In December of 1954, the President Eisenhower appeared conflicted over what to say to the American Public. Bound by national security oaths of our Nation, and trying to keep Americans calm, the President choose his words wisely. However, it's the choice of words and the meaning they convey that add to the confusion already in existence. We see this over a ten-day period when reading two '*Boston Globe'* articles.

NOTE 1: On December 10, 1954, Ansel Talbert of the '*Boston Globe'* reiterates a statement made by the Air Force Air Technical Intelligence Center at Wright Patterson that mentions they will continue to analyze the flying saucer photographs from Europe. The only comments made were that they have been studying the phenomenon since 1947 and "they are not any plane, missile or weapon" developed or under development by the United States and that "no authentic evidence exists that they are space ships from another planet." [lv]

NOTE 2: On December 17, 1954, the '*Boston Globe'* had another article entitled "*Ike and the Saucers*." In the three paragraphs, the reporter states the President made the following comment:

> **"He says a trusted Air Force officer informs him that these objects are "not of extraterrestrial origin," and "that they don't come from "outer space" at all!"**

The writer of the article adds the comment; "how does he know?" Further, he makes the follow-up point; "The implications aren't that there are no flying saucers, but merely no "extraterrestrial ones', Well then, what natural sources produce them? Moreover, Why?"

NOTE 3: Many questions come to mind when reading this article:

First: why would Leaders "flip-flop" over reports on space ships maneuvering around our planes?

Second, if these objects are not from outer space or some foreign country on Earth and pose no national security concerns why have our pilots shoot at them at all?

Finally, if these objects are non-Soviet devices but hoaxes, mass hallucinations, natural phenomena or misidentified planes as the Air Force would have us believe, how could these objects shoot back at our pilots during aerial engagements?

NOTE 4: If any force (government) does not make them on earth as President Eisenhower stated – then what are these objects? Are we talking about time travel – a man from the future? [lvi]

I believe President Eisenhower became extremely "conflicted" between withholding the truth and informing the American Public.

We can only assume Eisenhower and the CIA agreed - the truth should remain Top Secret!

In 1955, Commander "Tom Wayne" (name changed on confidential reports) former colleague to Admiral Fahrney, Navy and CIA Director, had an encounter with a UFO while was stationed at the Naval Air Station, Anacostia, Washington, D.C. On a flight out of Anacostia over Virginia, he had the sensation of being watched. He looked up at the clouds and saw nothing. He then looked over his shoulder and froze, 75 feet yards away he witnessed a huge flying disk pacing his plane.

Figure 3 - Illustration of Disc with dome

The Commander had not believed in Flying Saucer reports until this moment. The object, later described to Admiral Fahrney; was:

1. “metallic”;
2. “two saucers that were inverted (e.g., a "Disc")”;
3. “100 feet in diameter "big" and thick in the middle”;
4. “had a dome on top”;
5. “he sensed he was being watched "as he felt the prickling of his scalp," but could not see through the amber glow.”

This case revealed to us by Donald Keyhoe was never reported to Project Blue Book. [lvii]

UFO: “It had no wings!”

On the CIA website, the agency declares that many of the UFO case sightings were caused by the U-2 spy plane. This statement by our Intelligence agency is very misleading.

On August 1, 1955, the Lockheed U-2 spy plane was launched into existence. According to a 1998, Air Force document, the U-2 caused a spike in UFO reports by observers from 1955 to 1974 as it flew over Russia, China, Vietnam, and Cuba.

The U-2 spy plane had a large wingspan, and sunlight would bounce off its surface causing a glint or flash in the blue sky. The U-2 flew at an altitude of 71,000 feet. Most of the reports from the U.S., Belgium and other countries revealed UFOs appeared at altitudes between 50 feet and 10,000 feet. Declassified UFO case files clearly indicate the objects seen had no wings, no known propulsion and hovered. Therefore, the U2 would not account for the majority of UFO sightings as commented on the CIA website article. [lviii]

A similar comment by the CIA regarding the U-2 and A-12 (1962 pre-SR-71) being mistaken as UFOs was mentioned on the History.com website. The CIA stated these two planes might have represented over half of all UFO reports from the late 1950's to the 1960's. Again, the statement is misleading the public. For one thing, there are no declassified Blue Book files that mention the planes were “U-2” or “SR-71” aircraft. Furthermore, most of the case files reveal, the objects reported were:

1. “self-illuminating” (glowed);
2. “round” (disc or sphere in shape);
3. “others cigar shaped deploying smaller disc or sphere-shaped craft”;
4. “flying at low altitudes” (near the ground or up to 2,000 feet);
5. “emitted no sound” (no means of propulsion);
6. “landing in fields”;
7. “did not have wings or a tail section”. [lix]

Needless the say, the U-2 and the A-12 planes have nothing in common with the descriptions of the UFOs on record in Blue Book, especially when the domed ships land in back yards. So why would the CIA fabricated such a story on their website? – National Security!

UFOs are serious business

Senior leadership in the Armed Forces realize the public becomes confused over the truth of UFOs:

1. The public is told “UFOs are not real” and yet these unknown vehicles hover over barns, homes and land in their yards.
2. The men and women of the armed forces are ordered to “report all flying objects to their superiors or proper channels.”

On December 24, 1959, Major General Richard O'Keefe, acting Inspector General of the Air Force, issues a directive to commanders with a copy to the Senate Space Command to treat "unidentified flying objects" as serious business. The update reveals:

> **"Investigations and analysis of UFOs are directly related to the Air Forces responsibilities for the defense of the United States."**

The existence of such document was not known to the general public until NICAP was able to obtain a copy and reveal the discrepancy between that document and the Air Force's outward statements that UFOs were hoaxes or delusions. [lx]

The beginning of the document reads as follows:

1. "Unidentified flying objects - sometimes treated lightly by the press and referred to as "flying saucers" - must be rapidly and accurately identified as serious USAF business.”
2. “As AFR 200-2 points out, the Air Force concern with these sightings is threefold”:

   a. First of all, is the object a threat to the defense of the U.S.?
   b. Secondly, does it contribute to technical or scientific knowledge?
   c. Also, then there's the inherent USAF responsibility to explain to the American people through public-information media what is going on in their skies."

The directive ends with the following: "What is required is that every UFO sighting is investigated and reported to the Air Technical Intelligence Center at Wright-Patterson AFB, and that explanation to

the public be realistic and knowledgeable. Normally that explanation will be made only by the OSAF Information Office. It all adds up to part of the job of being experts in our own domain." [lxi]

Air Force officers are concerned about UFOs

The American public had no idea from their local and national newspapers that our government leaders were struggling with this phenomenon. On most mornings, civilians would wake up, read the paper and go to work. This all changed in 1960 when the former director of the CIA made an interesting statement.

In February 1960 Roscoe Hillenkoetter, Vice Admiral of the Navy and former CIA Director in 1960, in an interview with the New York Times, stated; "Behind the scenes, high-ranking Air Force officers are soberly concerned about UFOs. However, through official secrecy and ridicule, many citizens are led to believe the unknown flying objects are nonsense."

In a signed statement to Congress, August 22, 1960, he reiterated the above position: "It is time for the truth to be brought out... I urge immediate Congressional action to reduce the dangers from secrecy about unidentified flying objects." [lxii]

Newspaper Editorials demand Answers!

Governors around the country, the American public, and newspaper editors became frustrated with the mixed messages from the Pentagon and U.S. Air Force. What should the public believe? Was this all a fantasy? Did the people have a mass hallucination? Were these UFO sightings really caused by balloons, meteors, and misidentified planes?

From August 3 to August 21, 1965, the following editorials were published, confirming that there is another side to the story. These are:

- ☐ Editorial 1: August 3, 1965, '*Denver Post'* editorial: "Maybe it's time for more people to get serious about the UFO question. If we still choose to be skeptical, we nevertheless

are not nearly so ready as we once were to dismiss all reports of variously shaped but elusive flying objects as products of midsummer night dreams."

- ☐ Editorial 2: August 6, 1965, '*Cascade (ID) News'* editorial: "An objective observer is about forced to the conclusion that there are objects of some sort appearing in the skies that cannot be explained by any conventional circumstances. There is absolutely no reason to deny the UFOs' existence because we don't understand them." [lxiii]

- ☐ Editorial 3: August 16, 1965, '*Christian Science Monitor'* editorial stated: "[UFOs] sighted early this month over Texas may give scientists something to think about for a long time. . . . They give the clearest evidence of all that something strange was in the sky. ... It makes the clearest case yet for a thorough look at the saucer mystery."

- ☐ Editorial 4: August 21, 1965 - Science editor, '*Christian Science Monitor'* stated: "Flying saucers are all but literally knocking on the laboratory door. Something definitely is going on that cannot yet be explained."

Boeing VP – "These UFOs are real"

People in the business world were now taking note of UFOs flying alongside their executive planes. In one case, Henry Ford Jr. had a sighting from his aircraft. In another case, employees at Northrop Industries watch several UFOs hover over their airplane assembly plant in California.

In 1966, a Vice President of Boeing Aircraft was quoted as saying regarding Air Force responses. "They won't be able to tell me these things aren't real. A couple of months ago several of the Vice Presidents of the company was on a flight to Wichita in a company plane. In broad daylight, the pilot told us to look out the left windows quickly. We looked. And out there a few hundred feet off our wingtip

was a UFO sailing serenely along. It flew there for several minutes, and it changed a lot of minds, including my own!"

UFOs are reported by "competent observers"

Finally, individual members of the Air Force are becoming tired of the internal routine and lack of sharing the truth with the public. Men with integrity stand up and say enough!

In 1966, Colonel J.J. Bryan, III, USAF former aviation aviator and staff member to General Lauris Norstad NATO and former Special Assistant to the Secretary of the Air Force made a statement on UFOs. Bryan shared his conclusions on the interplanetary nature of UFOs – as have Lieutenant Colonel Howard Strand, a base commander in the Air National Guard, and many others.

Colonel Bryan sent a letter to Major Keyhoe (NICAP) stated; after much radar evidence and hundreds of credible military and civilian witnesses;

> **"The UFOs reported by competent observers are devices under intelligent control. Their speeds, maneuvers and other technical evidence prove them superior to any aircraft or space devices now produced on earth".**
>
> **"These UFOs are interplanetary devices systematically observing the earth, either manned or under remote control, or both. Information on UFOs, including sightings reports, has been and is still being officially withheld."** [lxiv]

UFOs are Extraterrestrial Probes

During the next year, Scientists and Astronomers get the chance to tell Congress what they have learned about UFOs. The hope is Congress will act and inform the public. Locking arms with the Intelligence community and the Pentagon, congressional members fail to respond. Rather than supporting an initiative to educate the public and improve airline safety (potential collisions with UFOs) congressional members with higher security clearances fail to act.

June 5, 1967, Dr. James E. MacDonald, Professor of Institute of Atmospheric Physics writes the Secretary-General U Thant at the United Nations to thank him for the June 7 meeting. In the letter, he states:

> **"As I have indicated in my enclosed statement to the Outer Space Affairs Group, I believe that very serious consideration must be given to the hypothesis that these unconventional objects constitute some form of extraterrestrial probes."**
>
> **"Until I undertook a personal study of the problem, I was not able to give credence to such a hypothesis. After a year's intensive study, I must still regard it as only a hypothesis, but I must emphasize that my findings drive me strongly toward the view that this may be the only presently acceptable hypothesis to account for the quite astonishing number of credibly reported low-level, close-range sightings of machine-like objects that are now on record from all over the world."** [lxv]

You can also read in McDonald's statement above that these low-level UFO viewings are seen all over the world. These facts directly contradict the CIA statement on the U-2 plane as being the main reason for UFO reports.

Fifty (50) Million Americans believe in UFOs

On July 28, 1967, Colonel Raymond S. Sleeper USAF writes a memo to Brigadier General William C. Garland, USAF. In this communication, he states: "Our 7 July 1967 briefing to you and members of your staff on the subject of "Unidentified Flying Objects" stressed the fact that fifty (50) million Americans now believe in the existence of the phenomenon. It was concluded that the Air Force responds to this anchored public attitude' "by announcing and maintaining a scientific investigation program for UFOs; keeping the public well informed at all times, and initiating positive programs in such scientific areas as extraterrestrial communications."

Colonel Raymond S. Sleeper then states: “The question, I raise in looking back is how did the government keep people well informed? Was this the Robertson Panel (a three-day study?) or the Condon Committee Report ("a biased report")? [lxvi]

Garland Response | August 2, 1967 – Brigadier General William C. Garland, USAF writes a memo back to Colonel Raymond S. Sleeper. In his response, he states:

> **"I think we are a long way from getting a handle on this problem. I have thought about the problem many times since your briefing here, and I am more convinced than ever that a positive program in extraterrestrial life or communications studies should not be tied to the UFO problem, I know you don't agree with this and I am not sure Bill Doolittle does either; however, I am convinced that we would really open the floodgates on UFO problems if the public thought that the Condon group was about to involve in extensive research on extraterrestrial activities.” [lxvii]**

Comment | I agree with Colonel Sleeper that the public was poorly informed about the real issues on UFOs. We also see here both Garland and Sleeper admit there are major problems in disseminating any information on the UFO phenomenon to the public. Two years after the above memo’s are exchanged, Project Blue Book is shut down.

Conclusion

We learned in this chapter; there is extreme secrecy being carried out among the top agencies monitoring Interplanetary UFOs. Senior leaders know Interplanetary ships are real, yet the American public receives "spin" from the Government.

Chapter 4: UFO Fleets

Figure 4 - 4 UFOs in a Fleet of 15 UFOs at Tremonton, Utah - by Delbert Newhouse, U.S. Navy, 1952

I mentioned in my first book “UFOs In U.S. Air Space” that UFOs frequently travel in fleets. When I first began to research UFOs, I had always assumed UFOs come and go in pairs. The sightings I had in Farmington, Connecticut were solo UFO flights. However, I have two exceptions this this fact. In one sighting, I saw a fleet of 100 UFOs. The majority of the ships remained equidistant from one another, except two or three that jumped out of line to shoot in front of others.

As I watched these many small ships pass overhead, I wondered how they all got here. Something larger must have transported the smaller vessels to our upper atmosphere, they just looked too small to be traveling between planets. We will learn about smaller UFOs being launched by motherships in another chapter.

12 Ball-shaped objects in a line | Anderson County, Texas: On July 8, 1947, around 8:30 pm Sheriff Paul Stanford of Anderson County, Texas, received frantic phone calls from residents of the community of Bushy Creek (15 miles northeast of the city of Palestine). Witnesses shared: "12 balls" (spheres) flying in a straight line had passed overhead, and before the balls passed out of sight they had formed a circle in the sky. The circle began moving west toward Palestine. [lxviii]

Six to seven egg-shaped UFOs | Blue Book | The Hart Mountain, Oregon: This case is written up in detail at NICAP.org. Therefore, this will be a brief description. Up to the north-west United States, a small fleet of egg-shaped UFOs appeared over Oregon. Around 2:25 pm on May 27, 1949, Joseph C. Shell, USNR pilot, and

former AAF flight instructor, reported seeing 6 to 7 UFOs. The objects were:

1. “Oval or egg” (in shape);”
2. At "4,000 to 5,000 above the ground near the bluffs of Hart Mountain";
3. “20 feet in diameter” (in size).

Each egg-shaped craft traveled in horizontal trail formation.

Figure 5 - Illustration - Egg shaped UFOs

The Air Force concluded this case was "Unidentified." [lxix]

You can read the full case at
http://www.nicap.org/docs/490527hartmtn_docs.pdf.

AF admits to fleet | Blue Book | Ft Worth, Texas: On July 24, 1949, at 8:30 pm, an Air Force Major reported a UFO. The witness shares: "I saw what appeared to be seven dully lighted objects in a 'V' formation slightly to the west rushing from south to north. The distance between lights did not change during the time they were visible, which indicated that they might have all been on a single object. This formation of lights was visible for only four or five seconds and finally faded away into the northern sky.” [lxx]

500 Flying Saucers | Farmington, New Mexico: On March 17, 1950, the Farmington, New Mexico newspaper released a cover story mentioning hundreds of people had witnessed an Armada of 500 or more flying saucers over the town.

Farmington, New Mexico lies only 110 air miles northwest of Los Alamos Atomic installation. The objects appeared to playing tag with each other while flying high in the blue sky. At times the UFOs streaked away at almost unbelievable speeds.

One witness did a triangulation sighting on one of the objects and estimated its speed at 1,000 miles an hour, and size of this craft

as twice that of a B-29. A B29 is 141 feet long making this object approximately 280 feet in diameter! 280 feet is 80 feet shy of a football field length (e.g., 360 feet).

Before I read the details of this case, one would think this could be a huge flock of migrating birds, or an over-enthusiastic child at a birthday party launching all their balloons at once. However, the facts are: each object approached 280 feet in length and were approaching speeds of 1,000 miles per hour. [lxxi]

Updated information on the Farmington Case

On March 18, 1950, the '*Farmington Daily Times'* noted the third day of town's people observing the hundreds of high-flying craft. At one-point traffic in the town had to be slowed to avoid car accidents as people gazed at the invaded skies. A few people mentioned one red colored object appearing to be the leader was larger and faster than the rest of the group. One observer stated he believed a number of these objects were traveling faster than 1,000 mph at 20,000 feet in altitude. The other thing of interest was the fact they showed up over several days appearing in the skies between 11:00 am and noon.

A few witnesses were former engineers, and a former B-29 tail gunner. The tail gunner stated these UFOs were not airplanes. Furthermore, he shared: "The very maneuvering of the things couldn't be that of modern aircraft." Other witnesses stated these objects would approach each other head-on and at the last moment one would execute a right angle turn upward and the other a right angle turn downward. Another witness stated:

> **"They flew sideways, on edge and at every conceivable angle. This is what made it easy to determine that they were saucer shaped." [lxxii]**

Armada of fifty (50) discs | Blue Book | Miller-Graughan Air Force Base: On April 6, 1952, around 2:59 pm a massive armada of

UFOs were reported above Miller-Graughan Air Force Base, Temple, Texas.

The Story

H. L. Russell witnessed a group of 50-75 grayish and white colored discs. The report revealed the objects were in a loose formation and the objects kept changing positions constantly. The observers watched the UFOs between 3 to 30 minutes from his location at Ft. Hood Texas. The Air Intelligence Information Report stated:

1. The objects were in a circular formation;
2. The formation covered an area comparable to a full moon;
3. There was no sound emitted;
4. No trail or exhaust was coming from the discs;
5. The type of propulsion was not known.

At regular intervals which were estimated to be 12 to 16 seconds, every disc-like object in the formation seemed to "tilt from one side to the other" on a horizontal axis flashing in exact unison. The action resembled the movement of the slats of a Venetian blind when rocked up and down horizontally.

During the entire observation, the objects continued their rhythmic tilting at intervals of 12 to 15 seconds. The objects moved away from the observer and gradually faded out of sight.

Comment | The Air Force UFO report mentioned it included a drawing of the formation of objects in flight and was "photo-stated for use as an enclosure." However, no drawing or photo was located in the Air Force files. The Air Force concluded this sighting was an "Unknown." [lxxiii]

150-foot diameter discs over Drive-In Theatre | Blue Book | Waco, Texas: On April 13, 1952, during the evening, 16 to 20 flying objects were reported by dozens of citizens at a Drive In at Waco, Texas. The witnesses were 2nd Lieutenant Edward F. Gaucher and his wife. The report to the Air Force revealed the following facts of the UFOs:

1. “The objects were round like “soda crackers”;
2. “Approximately 150 feet in diameter”;
3. “Each object gave off a light of red or orange colored luminous glow”;
4. “The objects were in a well-defined narrow “V” shaped formation”;
5. “The total number of objects was between 15 and 20”;
6. “There was no tail or exhaust seen”;
7. “The speed of the objects was estimated to have been well over 600 miles an hour”;
8. “The objects emitted no sound”;
9. “They flew straight with no maneuvers and gradually faded from the observer’s vision”;
10. “The objects were approximately 6 to 7 miles away and at an altitude of 5,000 feet.”

The Air Force UFO case file revealed Mr. Gaucher was an electronics instructor in the Radar Observer School at the nearby base and possesses an aeronautical rating as a navigator.

On the same evening, several other observers at a different drive in said they witnessed a flock of ducks.

The Air Force concluded in this case the objects seen by Gaucher were "probably ducks" which appeared red in the neon lights. These objects were observed at 100 feet in altitude. [lxxiv]

Comment | I had an issue with the Air Force conclusion of this case:

1. The fact that the objects seen at the first theatre were estimated to be 150 feet in diameter would be huge ducks indeed. If this were true, at Thanksgiving, Americans would be serving up massive duck legs rather than smaller turkeys.
2. The fact the objects were seen over 5 miles in distance would make “ducks” an unlikely solution to the case. As a

former bird enthusiast, I do not think I could see flying ducks at such distance.

(12) Tear shaped UFOs reported by the crew of B-29 | Blue Book |Randolph Air Force Base, Texas: On May 25, 1952, at 9:27 pm a U.S.A.F. navigator in charge of the navigation section of Combat Crew Training School, Capt. J. S. Jones, his wife, and a B-29 pilot Lt. P. Hewitt witnessed a group of 12 orange-white tear-drop shaped lights over Randolph Air Force Base, Texas.

Dr. James E. McDonald reviewed the case. Parts of the story is presented here. The 12 objects appeared in 3 groups of 4 objects moving from west to east at an estimated speed of 2,000 mph. The UFOs were moving at 10,000 feet and produced a deep soft intermittent noise. [lxxv]

The Air Intelligence report read; "The interrogation revealed the objects to be tear-drop in shape, appearing to be about 1/8 to 1/4 an inch across. The actual size was undetermined, but after questioning as to the relative size of a known aircraft, he stated that they looked more significant than a B-29 at an altitude of 10,000 feet.

These objects were described as a solid white mass of light having an orange tinge. According to research conducted by Dr. James E. McDonald, the witness could distinctively count twelve objects, flying in three groups of four objects each. Each group was in a very tight V-shape formation.

"Captain Jones was unable to distinguish any aero-dynamic features. He saw no trail or exhaust and the propulsion system could not be determined. He said these objects were the fastest thing he had 'ever witnessed."

"The sound noticed after they passed over was a definite soft intermittent hum. During the observation, they were in straight and level flight and continued in that manner until they were out of sight. The outline of the teardrop-shaped lights could be positively identified as such because they were superimposed against a very dark sky. Their speed across the sky could be compared to that of a falling star." The Air Force concluded the witnesses saw "birds."

According to research undertaken by Loren Gross; “if the objects were migrating birds, why were they traveling west to east and not a Polar route?” The report on the case stated: “Captain Jones and the other witnesses were sitting on the patio of the officer's quarters facing southwest, looking at the stars when the objects appeared in the West heading in an Easterly direction.”

The Air Force files contained the following statement: “Source was sincere, positive and definite about all aspects of this report. The other two witnesses were in complete agreement with him, which substantiates his story as to time, place and what was seen.”

“The fact that the observers were looking at the sky in the direction in which the objects first came into view, allowed them to observe the objects throughout the entire period they were in the area. Observers were also accustomed to the darkness, having been sitting out of doors looking at the stars for some time. The source stated that it was a sight such as he had never seen before. This statement is reasonable in that the officer had considerable experience as a navigator and was well acquainted with conventional aerial objects.” [lxxvi]

B-29 Specialist sees fleet of UFOs | Blue Book | Walker Air Force Base, New Mexico: On June 16, 1952, at 10:30 pm a group of unidentified flying objects was sighted by a B-29 maintenance specialist (Sergeant Sparks) while standing on the flight line at Walker AFB.

The objects were grayish in hue, and the altitude appeared to be 5,000 feet. The UFOs traveled in a half moon formation in a southwest to the northwest line at a speed between 500 and 600 miles per hour. The Air Force considered the observer to be reliable enough to warrant the review of the sighting. The observer first thought the object was a medium bomber, and then the outline proved it was a formation of five to six separate objects.

The UFOs were disc-shaped and flat. While passing over Walker AFB, the objects outer curve was facing the line of flight. The most easterly UFO veered more sharply to the east about 10

degrees as the group disappeared. No sound or propulsion could be detected. The Airforce noticed no known meteorological or other phenomena could account for the objects. No interception was feasible at the time, or any aircraft in the general area at the time of the sighting. A sworn statement was taken of the observer. Major Jim T. Meredith, US Air Force, Director of Intelligence, of the 6th Bomb Wing prepared the report. The report was sent to five usual reporting centers (Washington DC, Wright Patterson, Ent AFB, etc.). The objects were sighted 1 mile south of Walker AFB, Roswell, New Mexico. [lxxvii]

Sixteen (16) glowing UFOs | Blue Book | Wright Patterson Air Force Base, Ohio: On July 17, 1952, around 11:35 pm various civilian witnesses called authorities to report a fleet of UFOs over Wright Patterson Air Force Base, Dayton, Montgomery County, Ohio.

Eight groups of two saucers were seen flying over the base in 3 to 4-minute intervals. One report at 11:20 pm stated the observer was traveling in a car near Vandalia when the objects were seen flying north to south. The UFOs were flying in an arched fashion. When asked how many he had seen, the observer stated 6 to 10 saucers in a series of two flying approximately 300 feet apart. This would suggest the fleet of objects was anywhere between 12 to 20 crafts in total.

This sighting lasted between 20 to 30 minutes viewing time. Each object was fairly bright in color and traveling at 1,000 feet in altitude. The observer stated no sound was heard and no trails were seen. Other witnesses at 11:35 pm noted the same characteristics as above except the number of the object was 8 in a series of twos.

This observer stated the bright round objects had a hazy glow around the edges. The Air Force concluded the sighting was thought to be a result of probable “balloons." [lxxviii]

Comment | Balloons? No records in the file suggests any balloon launches were checked as to being in the area. No balloons were tested to see if they could perform the maneuvers reported by the witnesses. Most balloons are not launched in such a fashion to

have sixteen moving in two's 300 feet apart. If they were balloons, why did they each have a hazy glow around their shape? What did these people see?

First UFO fleet over Washington D.C.: On July 19, 1952, Harry G. Barnes senior air traffic controller for the CAA at National Airport witnessed his first UFO fleet. It was fellow controller Ed Nugent that observed a cluster of seven blips, on the Radarscope, some 15 miles southwest of Washington, D.C.

The two controllers knew the spots were "not aircraft". The following characteristics alerted their attention:

1. "the paths taken by the objects were radical compared to those of ordinary aircraft", and
2. "the individual blips would disappear from the scope at different intervals".

After further observation and collaboration with area pilots, it was determined that the objects would disappear from the scopes when they executed "sudden bursts at high speed."

The control tower specialists also realized the radar devices used at the time were designed to track aircraft within the speed ranges of normal planes (from 0-1,500 mph). The blips on radar performed much different than human-made craft.

Before contacting the Air Force, the CAA controllers checked and rechecked the scopes to make sure all equipment was functioning correctly. After they confirmed the equipment was operational, they contacted the Air Force and began providing up to date details as the night unfolded. When the CAA determined a Capital Airplane flight was in the Washington area, they contacted Pilot Captain S.C. Pierman and asked if he could spot the objects. Over the radio, Captain Pierman was heard saying: "There's one, and there it goes."

Figure 6 - Illustration of UFO picking up Speed

Captain Pierman described the abrupt departure of objects as a "bright light moving faster than a shooting star." He then saw six more lights. The movements reported by Pierman coincided with the CAA tower radar operator's views of the blips on the scopes. When the pilot said that the light streaked off at high speed, the blip disappeared on the CAA Tower Radar Scope. [lxxix]

A UFO fleet of 102 saucers | Canton, Dallas Texas: On September 8, 1952, around 8:15 pm, Mrs. J.E. Cauthen and husband had just gotten home when they witnessed a UFO fleet and started to count as the wave went by. They looked like saucers and were all heading in the same direction north to south. Each object was following the other about 2 seconds between each UFO. The ships came in pairs. Mrs. Cauthen said while observing the four crafts, a saucer at the rear of the group suddenly accelerated ahead of the others. She also confirmed seeing an airplane in the area and could hear its engine. Finally, Mrs. Cauthen admitted each object was flying at a terrific speed. [lxxx]

Air Force T-33 pilot flew alongside four (4) UFOs | Blue Book |Madison, Wisconsin: On December 9, 1952, around 5:45 pm Captain E.D. Bridges and 1st Lt J.E. Johnson flying in a T-33 jet trainer (called Soapberry) spotted four bright lights at 8,000 feet flying in a diamond formation south of Madison.

The pilots followed the UFOs until their jet ran out of fuel at which point they returned to the base at Truax Field.

The objects reportedly were traveling at an excessive speed, too fast for weather balloons. The only objects that could move the rate of “these objects” would be jets, however in checking with local records, it was stated there were no local or transient aircraft in the area. An Air Intelligence Information Report was prepared to say: "Soapberry was unable to pick up the objects on Radar."

"At no time was a silhouette visible, even against the lights of Milwaukee." In responding to some direct questions from a senior

officer, the pilots came upon the objects on their right side, and then they maneuvered over to their left side.

The T-33 then attempted to go underneath the objects and then in front of them and finally pulled back to follow the UFOs. This was all happening at around 450 miles per hour. The objects maintained a level course then turned from a southeast heading to an east heading.

During the encounter, the 755th AC&W Squadron had both radio and radar contact with the T-33. They confirmed they painted the T-33 but could not pick up the four objects on the screen. The 755th AC&W attempted for twenty minutes to contact the four glowing objects with negative results.

The Air Force report also stated an article appeared in the '*Wisconsin State Journal'* about a former World War II pilot seeing the same four bright lights. The Air Force labeled this encounter an "unknown."

Figure 7 - Illustration of Glowing Spheres

You can read the detailed pilot 17-page report is in the Air Force file with a drawing of the four "star-like" objects. [lxxxi]

25 Discs perform Mock battle | Joseph City, Arizona: On March 28, 1955, a former Air Force pilot named Glenn Blansett and his wife noticed something extraordinary in the air over Joseph City, Arizona. Blansett saw a great circular cloud very high up, and then he spotted what he thought was a swarm of jet planes engaged in mock combat.

However, after several minutes, the objects stopped their conventional maneuvers and began a strange fluttering motion, abandoning their formations. At this stage, they were moving much faster than jets. Blansett and his wife both agreed they saw at least 25 and perhaps more than a hundred UFOs in the sky.

Assuming they were the size of conventional aircraft, they were about 50,000 to 70,000 feet high. Blansett reported observational conditions were good, and the air was clear with no wind. Neither the smoke cloud nor the objects were in the direction of the Nevada atomic proving grounds. The objects moved southwest at high speed and finally disappeared, said Blansett. [lxxxii]

“V” formations | Reese AFB, Texas: This next case comes to us from a Mr. Norman F. Rohrer. He shared his UFO experience with the APRO organization. In October or November 1954 around 9:15 pm several UFOs appeared over Reese Air Force Base in Texas.

“Word came to me that the PIBAL (Winds Aloft) Observer was witnessing 'Flying Saucer formations' from the observation platform atop the one-story Operations Building on the Reese AFB flight-line. As I recall, there were three of us who kept with it for two hours, but there probably were more among us for a shorter time. Sergeant Robert Gift, Airman Jerome H. Carney and I were the three.”

“The first sighting for me occurred at approximately 9:45 pm: A V-formation of roughly ten elliptical call lights (not unlike blue-white reciprocating engine exhaust flames), each the size of the diameter of a dime (held at arm’s length), the formation being as wide as the long edge of a dollar bill.”

“In three seconds, time the 'lights,' keeping formation, traveled a slightly curved arc across the star-studded sky. There was no sound. Their swiftness and silence convinced me they were neither birds nor aircraft. No reasonable estimate of altitude was possible, even for experienced viewers such as ourselves.”

“Another sighting, as I recall, occurring within half-an-hour of the last, was quite similar with these exceptions: This V-formation came from the west. Within one second one single 'light' broke off and curved to the north, disappearing at a relatively high vertical angle, 45 degrees. Holding our prime attention, the full formation veered sharply to the south as it reached our zenith (two seconds after sighting) and was lost from view in about the same area of sky as the 9:45 sighting. All this happened within four seconds.”

“I witnessed two or three more formation sightings on this night; each containing no less than five nor more than twelve 'lights.' A smaller number of solo 'lights' were observed as well, some making abrupt changes in direction. 'Light' activity waned after 11:30 pm and after that we each drifted away, with the exception, of course, of those on duty.”

“Of those that saw these strange things remarks ranged from: “They are flights of birds reflecting the flight-line lights,” to “They must be the Lubbock Lights.” [lxxxiii]

(12) UFOs in echelon "V" formation | Blue Book | Yuma, Arizona: On October 17, 1955, Military witnesses filed a report stating they witnessed a "V" formation of UFOs over Yuma, Arizona. The interrogation notes of the witnesses and final report were missing from the Air Force file. However, we can obtain the following facts from the Project 10073 Record Card contained the summary of the sighting.

1. Approximately 12 pale yellow lights were traveling in a "V" formation heading in a South-Southeast direction. Three (3) outer lights were traveling in what appeared to be "echelon" fashion;
2. The objects faded from view they drew dimmer and smaller;
3. The observer believed they were at high altitude.

The Air Force concluded the sighting was “possibly astronomical” (Meteor). [lxxxiv]

Comment | First; I would like to know where the case file is on this military observer? Without that information, the Air Force could not have concluded the case. Second; why was this file labeled “Top Secret” if it carried a meteor classification? Finally; I would like to understand how the Air Force could conclude that a Meteor made up of 12 lights would travel in an echelon "V" formation.

Figure 8 - Echelon Formation

It appears the above case is more than a meteor case, however, with the report missing, we have no way of proving that conclusion.

U.S. Coast Guard reports UFO fleet | Blue Book | Portland, Maine: Shortly after midnight on August 4, 1956, Coast Guard personnel observed a UFO from Cape Elizabeth over Portland, Cumberland County, Maine.

The object was described as large in size and round in shape. It appeared as a sizeable white light. Using binoculars, the observers said the UFO headed north then turned south at a slow speed. An interceptor was launched with negative results. The report stated two prior reports of similar activity were reported in the last 36 hours.

In the Air Force case file, it revealed "nine" (9) objects were seen on one occasion and "six" (6) objects on a separate date. A Teletype report was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) ATIC Wright Patterson Air Force Base (OH); 3) Director of Intelligence HQDS U.S.A.F. Washington (DC); 4) EADF Stewart Air Force Base (NY); and 5) 4602 AISS Det. 3 Stewart Air Force Base (NY). The Air Force concluded a "balloon caused this sighting." [lxxxv]

Comment | A statement in the file point pointed out wind direction does not correlate to the movement of the UFO.

There are two other UFO fleet sightings mentioned in this case file, however in researching those cases, I was unable to find any reports. We have reason to assume the two other examples are in a "Top Secret" filing system that General Bolender described in a 1969 memo.

4 UFOs perform near Kelly AFB | San Antonio, Texas: On August 14, 1956, a 49-year-old bill collector saw a UFO over his home in San Antonio, Texas. The man was watering his lawn when he looked up and saw four round, white-colored objects. The Air Intelligence report on the case said;

"When the objects were first sighted they formed a square with one object in each corner, next the object in the upper left-hand corner moved down in line with the bottom two objects forming a 45 degree angle, next the object that moved went back to its original position, then the object in the upper right-hand corner moved across in line with the objects on the left forming the letter "L," these two maneuvers were repeated approximately two times each, then the objects moved into a straight, level and evenly spaced flight path toward the East-North-East until they disappeared." [lxxxvi]

Three UFO fleets | Blue Book | Holy Cross College: On April 29, 1957, around 10:05 pm civilians at Holy Cross College (Worcester, Mass.) observed three distinct UFO groupings flying over the town. The three events were as follows:

1. The first sighting was a rust-colored object that flew over the town. The event lasted 7 seconds.
2. The second sighting was of a fleet of seven (7) objects traveling in a straight line with a color of red and silver, which lasted 2 minutes.
3. The final sighting was a fleet of twelve (12) objects flying in a “V” formation appeared higher than the other fleet and lasted 4 seconds. These objects were heading north towards Boston or Cape Cod.

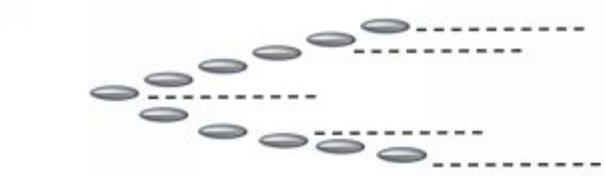


Figure 9 – UFOs in "V" Formation

This report was investigated by the Air Force, Worcester Air Reserve Center at Worcester on May 1, 1957. The report was sent to the Director of Intelligence; Air Force commander, Mitchel AFB,

NY; copies were sent to Wright Patterson AFB, ENT AFB (Air Defense Command).

In looking into the blue book files, the evaluation for events 1 and 2 was considered an "Astro event (Meteors) while the 3rd event was considered "Aircraft."

Counter-Point | So what we are saying is in event 2: we have seven meteors that traveled in a straight line which lasted 2 minutes. In event 3: we have 12 aircraft flying "V" formation. There is no indication in the file that the 12 objects were aircraft. This, if true could have carried an “identified” category for the file. We can only deduce they were UFOs. As such, this file should have been classified "unknown." [lxxxvii]

Rocket Engineers observe a fleet of Ten UFOs | Blue Book | White Sands Proving Grounds, New Mexico: On August 8, 1958, in a UPI news release, APRO confirmed it had physical evidence; “indicating a material, extraterrestrial basis for at least a portion of reports of unidentified flying objects.”

In one sighting on Friday evening at 10:30 pm, a Rocket engineer at White Sands Proving Grounds reported a group of unidentified flying objects near the Alamogordo Missile Testing Center at the same time witnesses had seen a cluster of lights. The engineer stated he noted the objects appeared yellowish in color and were heading southwest toward the testing center at an altitude of 10,000 feet. Airports in the area confirmed no military or civilian craft were in the area at the time and no weather balloons or rocket launches occurred.

Nine persons seeing the object at the same time confirmed the sighting. One employee at the Alamogordo School System stated:

"I wouldn't have believed it, If I hadn't seen it myself."

The observers 20-year-old daughter stated: “It looked like dozens of stars all in a cluster, weaving in and out of the clouds. It moved toward the mountains to the east, then seemed to break in two or separate objects. One object went southwest, the other to the northeast”. A 21-year-old electronic engineer stated the objects:

“seemed to be traveling at superhuman speeds, and making maneuvers no aircraft could withstand.” [lxxxviii]

Four separate “V” UFO formations | Albuquerque, New Mexico: On April 21, 1958, at 8:40 pm, two electronics technicians (Ron Brooks and Ernie Sanders) of the Sandia Corporation were stargazing out back of Mr. Brooks home.

His home was not far from the Sandia Mountains. Using a telescope refractor, they could see Jupiter and the constellation Virgo. About that time, Ron was observing Jupiter with his naked eye when he saw movement in the constellation of Corvus.

There they were; four glowing shapes flying in a formation. It was then Ron asked Ernie for the telescope to focus in on the objects. Through the scope, Ron noted the objects were "elliptical in shape" and continued through their flight.”

“As the objects sped by, Ron and Ernie heard no sound. The sky was clear, and the object appeared the size of a penny at arm's length. Each object was "self-illuminating" in other words they emitted light. What he saw was the formation of three objects in a straight line at right angles to the line of flight, and the forth formation in front of the group was forming a triangle. The formation then took two abrupt turns, first to the east and then to the north. When the objects disappeared, they went inside to tell their wives.”

According to the ‘*APRO Bulletin*,' their wives laughed at the story. Then the men went back out at 10:00 pm and saw a "V" formation of 20 bright round objects "racing from the south to the north." The husbands yelled to their wives who came out and witnessed the "V" formation before it disappeared. All four sat outside to see if more would show up – sure enough at 10:15 pm six more showed up in a "V" formation. Ron observed this group of objects through the binoculars. Then at 10:35 pm another group flew over in a “V” formation. [lxxxix]

UFO fleet observed on B-52 Radar | Westover Air Force Base, Massachusetts: In September 1959 a United States Air Force officer confirmed around midnight one night that he and others

working in a B-52 jet bomber on the flight line at Westover AFB, Mass witnessed a fleet of UFOs on Radar. S/Sgt Cordell, a bomb naval radar mechanic was checking out the radar set aboard.

Suddenly, he called the rest of us up to look at the screen. There were seven objects on the screen. One UFO was large and round. The other UFOs were six smaller ones, three on each side and to the rear of the larger forming a "V" formation.

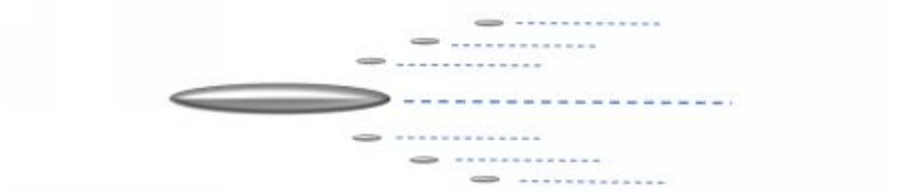


Figure 10 - Illustration of Spheres in “V” formation

The strange formation of objects was coming from the north and were headed toward Westover. At about 150 miles away and in the center of our screen, three of the smaller ones appeared to move up and join the other three indicating a banking movement.

Then they made a 180-degree turn and followed the same path off the screen in a northerly direction. The exact speed is not available, but it was far greater than any known aircraft. About five minutes later, they returned and followed the same pattern. S/Sgt Cordell thought it might have been the radar set, so he boarded another B-52 and once again observed the same procedure.

S/Sgt Cordell shared upon contacting Westover tower, we were informed only that they were watching their screen. All of the objects were round in shape and kept a close formation to the "mother object." After the third time the objects came around, they left the screen in a northerly direction and did not return. We watched and waited for about an hour and a half nothing. The total time consumed in our observation was about one-half hour. The pattern of flight looked like a noose hanging from a rope. [xc]

UFO fleet over the Capital | Blue Book |Washington, DC: This case was brought to us from Frank Edwards book "*Flying Saucers Serious Business*." and ‘*Saucer News’.*

On January 11, 1965, around 4:20 pm, a group of Army communication specialists in the Munitions Building observed a fleet of 12 to 15 white egg / oval shaped objects over the U.S. Capitol building.

According to Paul M. Dickey, Jr. and Ed Shad, the oval-shaped UFOs were moving in erratic courses about 12,000 to 15,000 feet above the Capital building. “They were being chased by jet planes with delta wings, and the saucers were outdistancing the jets!”

“Spokespeople for the Defense Department denied that the incident ever happened. Communication specialists, several of whom gave their names to the newspapers, insist that they were telling the truth and there was no mistaking the fantastic sight they witnessed in broad daylight.”

The *Amateur Radio Magazine* of March 1965 also reported a total of 12-speed discs flying over Washington, DC. It seemed one worker in an office spotted the first discs and alerted five fellow workers. They all stood and watched the first six (UFOs) which were shortly followed by a half dozen more. [xci]

The ‘Washington Star' interviewed a few of the witnesses and printed: "they agree on the shape and an approximate number of the discs and the fact these things were speeding faster than the jet interceptors." [xcii]

Employees witness three UFOs | Blue Book | Brookley Air Force Base: On October 26, 1966, at 11:30 pm several witnesses including a parishioner and former employee of Brookley Air Force Base observed a small fleet of UFOs at low altitude over Winona, Mississippi.

On October 24th or 23rd, three objects floated over the witness's home. A reverse "V" formation of UFOs was seen. Two discs led while a Cigar shaped UFO followed.

The round discs were reportedly glowing red (as if friction burning), while the cigar object had a red light on its front and white blinking light at its rear.

The objects were all flying very low in altitude about 500 feet above the ground. The observer heard no sound, and then decidedly

ran across the street to call other observers to the scene. The objects continued to travel to the east until they disappeared. The entire event took place over five (5) minutes.

The observer stated the outlines of these objects were distinct and clear with no exhaust seen. Just a week before this, the observer was on the way to church for an evening event, again a similar object (a disc) was seen. They decided to follow the UFO and at one point traveled next to it. The UFO then swung back and forth, up and down and then came to a complete stop.

The object's lights then began to blink on and off (or flash). When the object moved again, the UFO assumed a bright fluorescent color. A small contrail was noticed at the tail end of the craft as it progressed.

The observer had also witnessed a third sighting in March of the same year over his father's house when another sizeable silent object appeared over his head not more than 200 feet. The UFO seemed to be in the shape of a large TV picture tube with a big light on the front. The observer then said:

> **"I firmly believe that these objects are intelligently controlled, and I believe there is a possibility that they are extra-terrestrially originated".**

The Air Force conducted a study of the sighting and concluded all three witnesses saw the double star system 'Capella'. However, Wright Patterson's USAF Major Hector Quintanilla had responded back to one of the observers there was not enough information to complete an investigation. [xciii]

Comment | If this was indeed the star system Capella, how does such a sizeable gaseous body (star) fly within 500 feet of a person and not burn them up?

Four 30 to 40 feet long UFOs | Blue Book | Canon, New Mexico: On January 11, 1967, a Teacher spotted four objects over Canon, New Mexico. Each object was described as oval in shape,

the size of an average school bus and had a light blue luminous haze.

One object left the group and moved up and down. About this time the lights went out in the observer's home and the general area. The UFOs were moving towards Jemez Springs. The Air Force confirmed no aircraft were in the area at the time.

This report was forwarded to Wright Patterson AFB, CSAF, OSAF and Dr. Condon, of the University of Colorado. Major Orien T. Clark, USAF Flying Safety Officer, wrote the report. The observer in the report mentioned no exhaust was seen nor did he hear any sound. Visibility was good with no cloud cover. The Air Force ruled this "insufficient data for evaluation." [xciv]

Comment | Note that a U.S. school bus can be 45 feet long. If the objects were the size of a school bus, they would be over 30 feet in length.

Twenty UFOs at Mach 3 | Blue Book | New Mexico, - "News Blackout," Radar evidence: On March 2, 1967, between the hours of 10:25 am and 1:30 pm, 20 UFOs appeared at White Sands, New Mexico. Many sources covered this case including '*The El Paso Times'*, The U.S. Air Force and A.P.R.O. '*The El Paso Times'* revealed several facts:

1. "Radar stations picked up the objects at 7 miles in altitude";
2. "The military invoked a news blackout";
3. "Twenty-nine people reported observing one or more objects traveling in separate groups";

Furthermore, the objects:

1. Were: "silvery in color";
2. Flew: "directly overhead";
3. Were: "saucer-shaped objects." [xcv]

The Air Force case file revealed:

1. One object was traveling around the field at speeds up to Mach 3 while at the height of 80,000 feet.
2. At one time there were (3) three objects on the scope at the same time.

The Air Force believed the unknown objects with excessive speed was thought to be the result of radar noise. This radar noise was caused by Radar chaff being dropped from an aircraft in the vicinity of the sighting at the time.

Another reason for the unexplained blips was an imbalance of the Azimuth Servo System on the radar. This imbalance caused the interpretation that the object was traveling around Holloman on a 37 miles radius. This was later proven incorrect. [xcvi]

The *'A.P.R.O. Bulletin'* mentioned Radio Station KALG at Alamogordo, contacted the Air Force Base and was told that any information on the sighting would have to come from the Pentagon. When reaching the Pentagon, no information was given. [xcvii]

The fact that the Air Force concluded the sighting was human error in the equipment could have been shared with KALG. I am not sure that answer had to be kept "top secret." The silence on the part of the Pentagon indicates that was their practice or there was more to the story than equipment or human error.

If interested in additional fleet cases my first book "UFOs In U.S. Air Space" has a chapter dedicated to this subject matter.

Chapter 5: Motherships

Motherships, like our aircraft carriers, are used to transport, dispatch and retrieve smaller ships. In this case, interplanetary motherships can dispatch spheres, discs, and egg-shaped UFOs. In this chapter, we discuss sightings of motherships.

Figure 11 - Illustration of Mothership and fleet

Mothership over a Church

6,000 witnesses confirm Mothership | Ohio: Several researchers in the UFO community have studied this next case. As such, I will highlight some of the critical events that took place at Norwood, Ohio in 1949. One can read additional details on this case at NICAP.org.

On August 19, 1949, several thousand witnesses observed a massive Mothership and smaller objects over a Church in Norwood, Hamilton County, Ohio. The U.S. Air Force Files and "*Fate*" Magazine point out:

"In the city of Cleveland, Ohio, there were possibly six or seven individual sightings over a four-month period. Four to five of these events happened near or above the grounds of St. Peter and Paul church. Reverend Gregory Miller of Norwood found himself, along with 6,000 other town's people, began witnessing the aerial displays of a descending disc on five separate occasions from August through December 1949."

"During one of the events, smaller disks emerged from a larger platform." "This portion of the encounter is on film."

"The Pastor had purchased (from army surplus) an 8 million-candlepower searchlight for the upcoming fair at the church. It was

during the use of this searchlight that a big ship appeared to be descending over the festivities."

"People attending the fair looked up and noticed the beam was illuminating the larger object. It was at this point Sgt. Berger's sweeping searchlight suddenly flashed across a stationary circular object; Reverend Miller was called to observe." [xcviii]

Dr. Leonard H. Stringfield (Psychologist) in his book "*Situation Red, The UFO Siege*," researched this case. The following information represents a few notes from his work:

"The Reverend Gregory Miller shared a movie taken of the objects with Leonard Stringfield. The film made on October 23rd was taken on a Hugo-Meyer camera with telephoto lens. According to Dr. Stringfield, the UFO was spheroidal in shape."

"Reverend Miller commented, to the naked eye, ten other objects came out of the massive object but were hard to see on film as the objects had a lighter brightness. He also stated Sergeant Leo Davidson took ten still photographs of the Mothership with its ten smaller deployed craft. '*Time-Life'* received the best two photographs for publication."

"The article was never written, and the pictures never returned. Dr. Stringfield mentioned a businessman observed the objects through a telescope. The witness shared that the smaller objects were triangular."

"Furthermore, when Dr. Stringfield interviewed the managing editor of the '*Cincinnati Post*,' he was told the strong light bounced off a definite object, and the little objects appeared as "fluttering pieces of paper."

"Other witnesses stated the UFO was stable and had ribbing. Military aircraft were dispatched but did not come close to the object. In one case, military analysts calculated that the UFO might have been ten miles in altitude and an unbelievable 10,000 feet (2 miles) in diameter! Finally, another witness noted an army jeep arriving on the 23rd, with one occupant (a four-star general) who ordered that the "searchlight be turned off." [xcix]

Of importance is the fact that a film exists of these objects over Norwood. The '*CRIFO newsletter'* highlights: "Rev. Gregory Miller, Norwood, Ohio, in the presence of other witnesses, with the help of Norwood police officer, obtained 16 mm black and white movies of a large disc hovering in a searchlight beam. The disc emitted "two distinct groups of triangular-shaped objects." [c]

Stringfield points out:

1. "This UFO event was one of a series of well-witnessed sightings logged by Army searchlight operator, Sgt. Donald R. Berger.";
2. "Three 25-foot rolls of movie film were exposed, using a Hugo Meyer F-19-3 camera with a telephoto lens; also, several still photographs with a Speed- Graphic and 14-inch Wallensach telephoto lens, the best of which were submitted to '*Time-Life'* and reportedly never returned." [ci]

Further to the information above, Dr. Stringfield in his book "*Situation Red*," stated he was able to meet with Father Miller to discuss the case.

1. According to the facts Sergeant Leo Davidson took three rolls of film holding twenty-five feet each. The smaller craft can be seen leaving the massive ship. The managing editor of the '*Cincinnati Enquirer*' was present when he witnessed the searchlight beam bounce off the large hovering object. Father Cletus Miller said the smaller objects, were shaped like, "the apex of Indian arrowheads."

2. Unknown to most individuals, Air Force planes were dispatched to intercept the massive craft but were unable to reach the hovering UFO in time.

Comment | As I studied this case, I searched for the two pictures given to '*Time Life'* magazine. I did at one time see these photographs a few years back, however, I was unable to find the original black and white images and wondered to myself if somehow,

the film is classified. It is important to note, this event (Norwood 1949) occurred two years after the Roswell Crash event in New Mexico. It was also three years before the famous 1952 flyovers of Washington, D.C. Questions I had on this case:

1. **The Ship**: Why would such a ship appear over Ohio? Was the large vessel attracted to the searchlight at Norwood? Certainly, such a strong beam of light could be seen from a very high altitude which may have attracted the visiting ship. Or was the UFO attracted first to the Cleveland Harshaw, Fuller & Goodwin Co plant, home to the Manhattan project in 1949. The site was known to make "uranium" chemicals.
2. **Dispatching Smaller Ships:** Why did the mothership need to dispatch so many smaller crafts? Were these smaller craft used to get a closer view of who we are and what we do?
3. **Revealing themselves to Humans:** Why would a UFO mothership and smaller craft expose themselves to such a large audience? Were the pilots in these ships conveying a message to man that they are here and looking at us?
4. **National Security:** Why would a four-star General order the searchlight shut off while the object hovered at 10 miles above the ground over 6,000 witnesses? Was the General's order a direct result of National Security concerns and therefore try to hide the UFOs from onlookers? [cii]

UFOs appear at Norwood – again!

This next case is a continuation of UFO sightings over St. Paul / St. Peter church at Norwood, Ohio. The article is in the research works of Loren E. Gross. On March 9, 1950, eleven witnesses reported a vast UFO at the St. Paul / St. Peter church at Norwood, Ohio. According to the article around 8:00 pm, a giant UFO was seen hanging motionless in the sky illuminated by a searchlight used by the church. [ciii]

An article in a Cincinnati newspaper discussed the sightings over Norwood on Thursday evening (March 9). According to the report, Sgt. Berger observed the "saucer – or whatever it was- shot out two bright spots of light and lurched out of the searchlight's beam."

The article pointed out; “A plane, played around the searchlight beam for some time Thursday night. If it was a jet, it must have been an Army vehicle-although the armed forces insist repeatedly they have no interest in saucer reports”. [civ]

The very next evening at 7:00 pm on March 10, 1950, the searchlight picked up the UFO again. This time Sgt. Berger, Father Miller (Catholic Priest), MR. R. Wyers, Mr. William Winkler, and an Air Force Captain by the name of Wilks were present.

Once the object became illuminated by the searchlight, Stringfield points out the Disc like object began to rise "to a higher altitude to escape the beam's reach."

Stringfield then reports, "after a half an hour, the UFO returned to an altitude where it was easily visible. The UFO lingered for so long people got tired of staring and went to bed." [cv]

Mothership and her little discs

Former B-26 pilots report fleet of nine UFOs, “Classified Case?”: This case was brought to us from the research of Loren Gross. I was unable to find the official reports in the project blue book files, even though the information origination was the U.S. Air Force. It appears this case may be classified.

On May 27, 1953, between 8:30 to 8:45 pm a UFO fleet was reportedly seen at San Antonio, Texas. The chief observer in this case was a former B-26 pilot. The weather that evening was clear with a slight wind out of the southeast. The pilot’s testimony as recorded by military Intelligence states:

> **“These objects were round and appeared the size of a massive star; one looked a bit larger and seemed to be nearer the ground.”**

“There were nine objects sighted and were orange-white in color. Objects appeared as a steady light leaving no trail or exhaust, and no sound was heard. They moved very fast: much faster than a jet.”

“I figured they were moving about two to three thousand miles per hour. I had one object in sight for over 30 seconds. About three of the nine objects sighted flew in a straight line, zig-zagged four or five times, then straight again. One neighbor is known to have noticed the objects zig-zagging.”

“The fleet's altitude appeared to be between 30,000 to 40,000 feet. The objects (UFOs) were traveling from southwest to northeast. The observer was in his back yard facing east as UFOs traveled by to the east of him. They were never near the horizon but were sighted at about a 45-degree angle above the horizon and disappeared about the same degree on the opposite side.”

Figure 12 - Illustration of Spheres in line formation

“Eight objects (UFOs) passed over in a chain formation evenly spaced. There were sometimes two or three" in sight at once. These eight objects disappeared.”

“About three minutes later one returned at a terrific speed over the route previously taken. A ninth object was now coming over the route and turned aside to avoid hitting the returning object, which made a large circle and followed the ninth object out of sight. This returning object traveled at a much faster speed while making the turn probably circling San Antonio. It appeared lower than the other objects and much brighter.” [cvi]

Mothership tracked by Radar (Not in Project Blue Book)

On May 5, 1954, radar at National Airport tracked two huge objects at high altitude over Washington, D.C. The next day, May

6th, the Navy tracked an enormous machine at 90,000 feet above the capital. [cvii]

On June 12, 1954, another giant ship showed up at 79,000 feet in altitude over Washington and Baltimore. Air Defense scrambled Jets to prepare for battle if the ships were to come down into firing range (lower altitude).

According to Major Keyhoe for one hour the AF jets circled beneath the massive craft unable to engage the mothership. The pilots returning from their mission upon landing their jets shared:

"It was a nightmare, seeing that giant ship."

According to Major Keyhoe, this object remained parked over Washington D.C and Maryland for an hour. The dispatched jets circled beneath it. [cviii]

Then on June 14, the mothership returned and remained parked at the same altitude for two hours. Again, AF Jets were scrambled, and the entire coast went on alert. In talking with another pilot, Major Keyhoe was told: “What we’d have done if it came down near us I don’t know. Just the idea of trying to attack it gave me cold chills. I talked with two other pilots when we landed, they were just as scared as I was”.

Now the incident above is not in Project Blue Book files most likely as the U.S. Navy tracked it. It is likely any debriefing of the pilots and the following reports would have been sent to a different reporting center for documentation and analysis. For over a month the local newspapers discussed the alert however they conveyed no ships were seen. [cix]

UFOs chase British Airways.

This case comes from my book "*The Invasion of Earth*." On June 30, 1954, around 0105 GMT, Captain James Howard of British Overseas Airways Corp, and his crew were bound for New York

when they ran into a fleet of unidentified flying discs near Goose Bay, Labrador.

The fleet of unidentified discs appeared off the plane's port side bow at 5 miles, traveling at the same speed and the same altitude, approximately 19,000 feet. According to the BOAC first officers, Goose approach radioed the crew to announce; "no planes were in the area."

All witnesses on board the BOAC plane said the fleet of discs was in the company of one massive UFO, which continually changed its shape.

The Officers said: "The shape of the large one continually changed, but its position relative to us did not, it was always about 90 degrees to port. This distance from us appeared not less than five miles, possible very much more."

Goose Bay approach radioed the proper channels to have a fighter pursuit plane dispatched. An American fighter was sent to intercept the intruders, but by the time the plane arrived the fleet of discs had already departed. [cx]

1,000-foot-long Mothership

On February 10, 1955, at 10:03 pm, a model maker for the Metal Working Shop, Bureau of Ships in the Department of the Navy at Bethesda had a close encounter with a large space ship. His description of the ship was that;

1. “It was between 300 to 400 yards long or 1,000 feet long - enormous”;
2. “Had a flat top and spherical bottom”;
3. “The color was that of the moon - a yellowish, radiant color”;
4. “It was hovering just off the ground at 150 feet in altitude.”

The objects bottom then assumed a funnel shape to about thirty or fifty feet in depth then diminished in size. The object was seen two blocks from the entrance to Cabin John Gardens. The witness had

been accompanied in his car with his wife and son who also saw the object. In his report, he stated:

> **"He has never previously seen an object of this size and shape. He could offer no logical explanation for the occurrence, and stated that he heard nothing which might resemble aircraft engine noise."** [cxi]

Portuguese Air Force chase UFOs

This case comes from my book "*The Invasion of Earth*." On September 4, 1957, four jet fighters (F-84's) from the Portuguese Air Force from Ota Air Base were approached by UFOs near Granada. According to the pilots they encountered a mothership that released three saucers. The three saucers dived at the jet fighters then disappeared. Captain L. Ferreira reported the incident to his commanders after reassuming formation and returning to base. [cxii]

UFOs at Nantucket

On September 10, 1957 Members of a beach party were caught off guard when they spotted a "mothership" at 1:30 am over the ocean on the south side of Nantucket Island. [cxiii]

On October 6, 1957, Mrs. Dorese Blackchaw sighted a "mothership" from the end of Island Service Wharf on Nantucket. [cxiv]

UFOs at Tucson

On October 6, 1957, on Sunday between 4:15 and 4:30 pm Mr. Earl C. Sydow and others reported ten objects over Tucson, Arizona. A glowing UFO was seen having the magnitude approximately of the planet Venus.

The remarkable object measured approximately 3 minutes in diameter along the major axis and measured about 1 minute along the minor axis. Smaller UFOs seemed to exit from the larger

spacecraft as observations continued. A total of 6 UFOs were seen at one instant, but other observers noted a total of 10 objects. The objects appeared to be flat white to a silver-white, the shaped of the smaller objects seemed to be short traces of light at times and at other times looked to be somewhat "semi-edge" shaped.

The UFOs moved from the Southeast toward to Northwest. The smaller objects disappeared from the field of the telescope until in the final phases of observation where only one object still in the field of view. This UFO was the original object sighted, and it slowly disappeared from view as if it were moving away from the observer. I would estimate the diameter of the smaller object to be about 15 to 30 seconds. In total there were seven observers. [cxv]

UFOs in Illinois

Two ground observers at Oblong, Crawford County, Illinois reported a cluster of hovering objects on October 20, 1958. The cluster was one larger silver round object having a dark center. Next to the larger UFO was six smaller silver discs surrounding the object forming a ring. As the observers watched the formation, they observed some of the smaller objects "move away from the large object in different directions and disappeared."

Figure 13 - Illustration of Mother disc with smaller discs

A few moments later these very objects reappeared and regrouped in the same formation. The observers reported the sighting to the GOC filter center in Terra Haute. This entire sighting was seen for 10 minutes before they faded away from sight.

A Teletype report was sent to the Commander ATIC and WPAFB (OH). The Air Force concluded an astronomical event caused this sighting called a sundog: "Parhelia." The report said the investigators gave no possible explanation or suggestion concerning the identity of this objects. [cxvi]

Comment | To some of you reading this it may sound like a reconnaissance operation. When smaller observer craft leaves a massive ship it usually for reconnaissance. Much like jets leaving an aircraft carrier, the airplanes scout ahead to get visual contacts on their objectives.

The Air Force concluded the sighting was caused by "Parhelia." Parhelia is a common event seen all over the world during all times of the year. The only problem with this theory is the unknown objects on the periphery of the mothership went off in different directions and came back to the source. We have to ask ourselves, what did these men see? I do not think it was a planetary system or meteoric event. This report should have been given the classification of "unknown."

Cigar ships in Ohio

This next case comes to us from the '*CUP Newsletter'*. The story does not appear in Project Blue Book.

On February 21, 1959, around 5:30 am, a young man was delivering newspapers at 5:30 am in Cleveland, Cuyahoga County. When the newspaper boy was "one block north of East 180th St. and Euclid Avenue, he happened to notice a dim orange light in the clouds above. It moved slowly floating from east to west much like a balloon."

"Finishing the route on one side of the street he crossed over and then began to walk back up the other side. As he glanced up again, he now saw three objects in a triangular formation with the lead object pointed to the north."

"Turning a corner, he then proceeded north for about 100 feet when he again glanced at the sky. Now there were six objects in a formation not unlike a kite with a tail. That is, four objects were in a diamond formation, while the last two were trailing behind the fourth one."

"Proceeding another 400 feet, he spotted a much larger object at a very low altitude, not much over 300 feet. At first, he thought it was a large transport helicopter with a dimly lit rotor. However, as it

passed overhead, he saw it was a cigar-shaped craft with a dome situated approximately in the center on top."

Figure 14 - Illustration of Cigar ship with Dome and discs. Note witnesses point out the dome on cigar ships is positioned either in the middle or back of the craft.

The dome appeared to have a series of struts running horizontally and vertically, while a translucent light emanated from within. As it approached and passed directly overhead, the young man heard no sound at all.

"While watching the smaller objects, the boy got the impression that they were following him. That is, they would stop when he did and then move forward with him. The boy became extremely frightened after this he ran home to relate the experience to his mother. The sighting lasted about 25 minutes."

"He was contacted by two men from Wright-Patterson AFB, in Dayton, Ohio - one an Air Force officer and one a civilian-who tried to convince him he saw a balloon." [cxvii]

Comment | The Air Force contacted the young man, yet no report appears in Project Blue Book. Is this another classified file? This file sounds a lot like the History Channel's Project Blue Book series, where Dr. Hynek is told to "bury the case".

Mothership and Discs
Cressy, Tasmania

On October 4, 1960, Reverend Lionel Browning and his wife observed a long, dull grayish cigar-shaped object emerge from a rain squall from their home in Cressy, Tasmania. The Reverend estimated the length to be approximately one hundred feet. This object was joined with five or six small saucers like objects. Interestingly this story is followed up with many other eyewitnesses that used phrases like "It was a fantastic sight like a lot of little ships flocking around a bigger one."

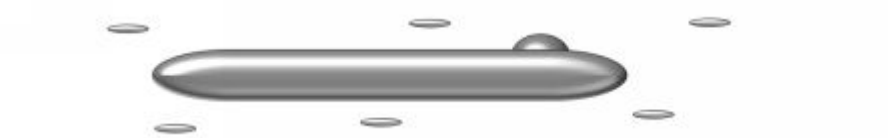


Figure 15 - Illustration of Cigar ship with Dome at rear of craft

Note 1: Dr. James McDonald interviewed the Reverend in 1967. The RAAF (Royal Australian Air Force) tried to dismiss the sighting as an "Astronomical" event. The Minister "had kept silent until other witnesses in the area reported seeing unknown flying objects." [cxviii]

NOTE 2: Professor James McDonald interviewed the witnesses, and he was able to get more information from the Reverend on this sighting. The Characteristics of this sighting were as follows:

1. “The cigar-shaped object seemed to lack wings”;
2. “It had some odd protuberance (dome) on its forward end”;
3. “They watched it glide forward northward for about a minute before it suddenly stopped in mid-air and hovered over the ground at an altitude of 400-500 feet”;
4. “The object was accompanied by a half dozen smaller objects, discoid form”;
5. “These smaller objects moved much faster and at times might approach "jet speed";
6. “These smaller objects "skipped like stones on water";
7. “These smaller objects then took up a formation around the cigar-shaped, then the entire assemblage moved south back into the rain shower”;
8. “Finally, the cigar-shaped object was a "dull gray" while the smaller objects had shiny "metallic luster" in appearance.”

This was reported to the local airdrome, which they had reported it to the RAAF.

NOTE 3: Professor James McDonald mentioned Wing Commander G.L. Waller stated in his communications the Browning's appeared to be mature, stable and mentally alert individuals. However, the Directorate of Air Force Intelligence of the RAAF in 1961, stated the following cause of the case: “The

phenomena was the result of the moonrise associated with meteorological conditions at the time of the sighting."

The reported explanation continued: "On 4th October 1960, Moonrise (full quarter) at Cressy would have been visible shortly after 1800 hours (6:00 pm) and in an East South East direction. The objects were seen were near the skyline in an easterly direction. The presence of "scud" type clouds moving in varying directions due to turbulence in and around the rain squall near which the objects were sighted, and the position of the moon or its reflections produced the impression of flying objects."

NOTE 4: Professor James McDonald, an American Physicist, and professor in the Department of Meteorology at the University of Arizona pointed out the flaws in this explanation:

1. "The moon was full on the particular evening, not full quarter";
2. "The moon rose a few degrees in the east and not the East South East as indicated";
3. "The moon rose behind the Tasmanian mountains which were behind the dense clouds which would have blocked the view of the moon effects";
4. "Finally, the effects of the clouds in question would not produce the effects of those sighted by the Browning's." [cxix]

So, the question, we all have to ask is why the RAAF Intelligence report would try to discredit such a story when the wing commander already stated the credibility of the witnesses?

Mothership Releases Smaller UFOs
Minnesota

This next case comes from several sources, the '*APRO Bulletin'*, and '*Flying Saucer Review'*. On December 25, 1960, around 11:45 pm a man at Cottonwood, Minnesota reported a UFO. This report was found in the '*APRO Bulletin'* and the '*Flying Saucer Review.*' According to APRO's report:

According to this story, a man visiting relatives stepped outside to get a breath of fresh air when he "noticed an unusual light traveling in the north.”

He was by himself and suddenly noticed the object coming closer. “In about 30 seconds it was close enough so that he could observe the following details”;

1. “It was shaped like a 'half-ball' with a dome on top, which was about half the size of the bottom portion”;
2. “On the extreme left was what he took to be a porthole, as light was shining from it”;
3. “At the base of the object was an opening, which revealed a small part of the interior”;
4. “All that was observed of the inside was what looked like a white string”;
5. “The UFO itself was a tan color, had a silvery glow outlining it, and was quite large.”

The witness continues: “The object seemed to flutter down, rocking gently from side to side, somewhat like a 'falling leaf.' It came down at an angle, stopped, hovering a bit. Then it ejected a whitish object the size of a pea held at arm's length. It appeared to come from the backside of the large object.”

“The small object floated in a westerly direction until it appeared 'about the size of a star.' After this, the first object, the large one, went straight down and let out two reddish objects Nos. 3 and 4, which came out together, rather than one at a time. They were the same size as the first small one.”

After clearing the 'mothership,' the UFOs flew southeast at the same distance from each other, appearing to flash green light beams at each other. As the observer put it; “for example, No.3 would shoot out the beam, and hit No.4, and in turn, No.4 would return a similar beam. After three or four such exchanges they separated and went different directions.”

“The 'mother-ship' (object No.1) went a short distance in the direction of No. 4, then stopped briefly and began moving up and

down in the opposite direction. Finally, it went twice as high as its original apparent altitude, where it hovered.

Suddenly the observer noticed two reddish objects, apparently No.3 and 4, near the opening of the big 'ship.' They entered the opening or port, and while they were doing so, No.2 (The small white object), was spotted coming back to the big UFO.

When No. 2 had entered the opening, the 'port' closed, and the large object left in the same direction it had come. “The duration of the sighting was from ten to fifteen minutes, and there was only one witness.” [cxx]

Mothership launches smaller discs

On September 2 or 3, 1961 a civilian at his home at Bosque Farm north of Las Lunus reported a UFO while resting on a new Chaise lounge at his home. During the 10- minute sighting, the UFO moved from east to west in an erratic fashion, then hovered momentarily. The unconventional object was shiny and silver in color.

The Air Force report shares; the object appeared to launch several smaller silver objects about the size of 1/6th the original. During this time, the “mothership” remained stationary, hovering in position. All launched objects appeared to be moving away from the observer.

The Air Force confirmed there was no air traffic suspected at the time. The Air Force established the observers' reliability was "good" and that he had served as a Civil Service Quality Control Representative. The Air Force assumed (not confirmed) reflections from "temperature inversions caused the sighting), in essence, they classified this as a mirage and possible refraction from the sun coming off a large lake 138 miles south of Albuquerque. [cxxi]

UFOs in line formation

On August 19, 1962, around 7:25 pm four family members observed UFOs at Mt. Clemens, Michigan. They first spotted an

object looking like a star at a very high altitude. The UFO traveled in a straight line from east to west. Looking through binoculars, the UFO either launched or was joined by four other objects.

The objects then assumed a line formation and flew towards the south for five seconds then at great speed assumed an upward course and disappeared.

The wife of the observer was able to see the arrival of the second object. The other four objects appeared smaller than the first object. No exhaust trails, sounds were observed. The observation took place while sitting outside their home at Mt. Clemens, Michigan just five miles north of Self Ridge AFB. About five minutes later seven large aircraft approached Self Ridge AFB to land.

The observer remained outside until 8:30 pm to verify what they had seen were not stars. He then called the Base Operations Office at Self Ridge to report the sighting.

The 507th OSI Detachment at Self Ridge AFB, Michigan prepared the report dated August 22, 1962. The memo was prepared for the Commander at Wright Patterson AFB (OH) and Selfridge AFB (MI). [cxxii]

Mothership ejects small discs

On December 14, 1967, around 11:30 pm two private pilots were traveling on Route 12 when they saw a UFO near Ann Arbor, Washtenaw County, Michigan. The object was described as delta shaped (triangular). The hovering UFO approached the observers at a low altitude then as it came overhead changed course and flew off at high speed.

That same evening around 12:30 pm to 1:00 am three motorists observed a spherically shaped craft at Saxon, Gogebic County, Michigan. This object also approached their car and hovered for a brief period over a field. The primary UFO then dispatched a smaller

object, which in turn dispatched three smaller objects. The four smaller objects hovered for some time next to the "Mothership." [cxxiii]

Pilots observe mothership

On August 22, 1968, two commercial pilots near Kalgoorlie, Australia observed a "white glow" ahead of the plane. "Several smaller objects emerged from the large white object, then returned to the parent object." When the objects left, the pilot stated they "took off with the speed of a rocket." This was reported to an Australian NICAP member. [cxxiv]

Conclusion

In this chapter, we learned Motherships, like modern aircraft carriers, deploy and retrieve smaller ships.

Chapter 6: Windows and Portholes

Project Blue Book has several cases where the UFO had windows and portholes. At the same time, additional reports of UFOs with windows (not in Blue Book) were published in local newspapers as well as the monthly "*UFO Investigator*" and "*The APRO Bulletin*." We will look at a number of these cases.

Figure 16 - Illustration of disc with dome and square windows. Note sometimes the windows are blue, white, yellow, black and green.

100-foot long Cigar Ship | Blue Book | Tucson, Arizona: On April 28, 1949, at 5:45 pm several witnesses observed a Cigar (or sausage) shaped metallic/silver color object over the rim of the Catalina Mountains near Tucson, Arizona. The witness shared the following facts. The UFO;

1. “Appeared to be 100 feet in length”;
2. “Was traveling in a curved line between 25,000 to 50,000 feet in altitude”;
3. “Traveled 300 to 600 miles per hour”;
4. “Had portholes or eyes”;
5. “Seemed to have a rotating motion (like that of a slow roll of an airplane)”;
6. “Had no fins or wings”;
7. “Left no exhaust or vapor trails."

The witnesses were unable to see any propulsion or hear any sound. In the words of one witness: “I am sure this was not a conventional aircraft.”

The UFO appeared to be heading southeast and then curved southwest then disappeared. The witnesses held various

occupations; a truck driver, an oilman, a caretaker, a florist, and stable owner.

One of the witnesses stated he had seen B-29's flying overhead, but this appeared to be traveling faster. One of the observers believed it would have been 20 to 25 feet long, if placed on the ground. However, stated that the object seemed to be 5 to 6 feet long at 4 to 5 miles high. The full length of the sighting period was 12 minutes in length.

The Air Force noted no balloons had been released before or after the sighting. A report was prepared by Lt Colonel Doyle Rees, USAF and sent to the Chief of Staff, Director of Intelligence, Washington, D.C. on June 13, 1949. The Classification on this report was "Unidentified." [cxxv]

800-foot long Cigar Ship | Blue Book | Columbus, Ohio: On July 31, 1949, between 7:10 and 7:20 pm a man visiting his wife at St. Ann's Hospital witnessed an unidentified flying object.

The hovering UFO was described as a flying spaceship with red stripes and portholes. He first observed the bizarre craft about 5,000 feet in altitude traveling in a westerly direction. The UFO was oval in shape, grayish blue in color and nearly five times the size of the Navy Plane "Constitution." He reported seeing no exhaust trail or hearing any sound.

While watching the object with his sister he observed two flares being dropped from the UFO. These objects were the size of an average searchlight or floodlight and were illuminated for about one minute. The flares remained stationary for a few minutes near the large object. They then turned yellow and then extinguished.

When the flares went out, a sphere-shaped object, launched from the UFO and appeared to hover directly underneath it. The sphere was a brilliant white and about one fifth the size of the setting sun.

The UFO and sphere then appeared to rise, and both disappeared into the clouds. The observer stated he did not say the UFO was a "spaceship" but he was pleased the government was questioning him.

Another witness came forward also seeing the UFOs. He also agreed with the first observer that the objects made no sound and had no exhaust. The interviews were performed, and statements were taken. The reports were forwarded to the Director of Intelligence, General Staff, Department of the Army in Washington (DC). The reports funneled through Fort George G. Meade, Maryland. Copies were sent to Wright Patterson Air Force Base, (OH). The Air Force concluded the object seen was an "Aircraft." [cxxvi]

Comment | The navy constitution was a Navy transport plane built in 1946 by Lockheed. The Navy Constitution plane was 156 feet long with a wingspan of 189 feet. If this object were five times the size of the Navy Constitution, the UFO would be around 800 feet in length – Massive and nearly the size of the USS George H.W. Bush (U.S. Navy Aircraft carrier).

Figure 17 - The USS George H.W. Bush 2014 off Straights of Gibraltar, photographed by Lt. Juan David Guerra, courtesy of the U.S. Navy.

60-foot diameter disc | Blue Book | Coulterville, Illinois: On February 27 (or 22nd), 1950 around 7:00 am a pilot (Mr. R. Lemmon), and his wife in a PT-19 (plane) spotted a 60-foot diameter disc at 5,000 feet over Coulterville / Pinckneyville. The pilot was returning to Du Quoin, Perry County, Illinois when they spotted another aircraft. Upon arriving at 5,000 feet, the disc-shaped object was at the same altitude.

> **The disc was reportedly 60 feet in diameter and 10 feet thick with thin edges. The object had a high metallic shine and could not distinguish any markings or breaks in the metal for windows or rotors.**

Lemmon, noted no smoke, flames or vapor trails of any kind. The disc appeared highly maneuverable and made several turns both to the right and the left and also moved up and down.

Lemmon, also believed the object moved under its own power and not as the result of air currents. The object also "tilted" in the direction of which it was moving and could not distinguish the front and the rear of the UFO. There was no indication of how it was powered. The pilot was traveling at 140 to 150 miles per hour when the object picked up speed and disappeared.

Lemmon, also stated he did not report the incident sooner as "he thought he would be ridiculed if he claimed to have sighted a flying disk."

Major Owen L. Colaw, USAF, Acting District Commander prepared the Spot Intelligence Report on March 16, 1950, and sent copies to Director of Special Investigations HQ, Washington, (DC); The Commanding Generals at Continental Air Command (Mitchell AFB), Air Training Command (Scott AFB, ILL) and Chanute AFB (Chicago, ILL). [cxxvii]

Comment | The date of the sighting was either 27th or 22nd.

15-foot diameter disc | Blue Book | Kokomo, Indiana: On April 8, 1950, around 2:00 am a man in Kokomo was awakened from sleep by the barks of his dog. Upon looking out his windows, he saw a disc. The UFO appeared to be grayish metallic with a 50-foot circumference and looking like a child's spinning top.

The object was two hundred feet in altitude and seemed to be rotating slowly around its perpendicular axis. It had three small portholes on the outer rim. The three portholes revealed a blue-white light from within. After hovering for approximately two minutes, the UFO rose soundlessly and without tilting moved away to the north at speed approximating that of a conventional craft at takeoff.

Figure 18 - Illustration of UFO with portholes with light emitted

Colonel Robert P. Bell, GSC prepared a memo in accordance with Department of the Army, GSU3A, GSGID 452.1 dated 25 March 1948, "Unconventional Aircraft." It was then forwarded to the Commanding General, Wright Patterson AFB in Dayton, (OH) and the Director of Intelligence, HQ Washington DC. The Air Force concluded the sighting was "Unidentified." [cxxviii]

Updated information on the Case 1:

Another military report stated the object was hovering over his yard at 200 feet altitude. In his statement, he mentioned: “Ever so often one side would tilt downward, and I could see the top what looked to be kind of a little conning tower.”

He also said he waited until the 13th, because "he didn't want to be laughed at." The information was taken from an April 13, 1950 edition of the ‘*Indianapolis Star’*, F-6. The military put this in a report and communicated the sighting to the Commanding Officer, Atterbury AFB, Columbus (IN), Benjamin Harrison AFB, Indianapolis (IN), Continental Air Command, Mitchell AFB (NY) and Commanding General, Air Training Command, Scott AFB (ILL). [cxxix]

Updated information on the Case 2:

Another military report states the object was 50 feet in diameter hovering at 200 feet. [cxxx]

Updated information on the Case 3:

An article in the ‘*Tribune’* described the interview, which took place with the observer. 'That's exactly what I saw hovering over my backyard,' Earl J. Baker, exclaimed yesterday after a local artist sketched Baker's description of the 'flying saucer' he said he saw a week ago [on 4/8].

“Forrest Richard Coxen, a Kokomo artist, accompanied a Tribune reporter to the Baker home to 'get down on paper' what

Baker said 'frightened and startled' him early on the morning of April 8."

"Coxen made a rough pencil sketch while Baker described in detail the outline of the flying disk the Kokomo man said he saw. After the rough sketch was made, Coxen then made a finished drawing of the original sketch. A Tribune photographer then made a print of the drawing."

"In the drawing, Coxen drew a simulated telephone pole and wires in the lower left-hand comer corresponding with a telephone pole in the alley behind Baker's house. Shafts of light were drawn from three portholes (around the edge from which, Baker said, emerged 'a bluish light.)" Baker said:

> **"The disc rotated slowly between 200 and 300 feet from the surface of the earth. He said he caught only glimpses of 'a conning tower' on top of the disc as it would 'tilt downward' from time to time. He said he watched it for two or three minutes when finally, it rose higher and sped off toward the north.** [cxxxi]

Saucer with Windows | Blue Book | Westover Air Force Base, Massachusetts: On April 25, 1950, a witness spotted an Oval object with Windows at Rocky Hill, Connecticut. A Spot Intelligence Report was prepared by Westover AFB Special Investigations (dated May 5, 1950) and sent to the Director of Special Investigations. The report explained that at 1945 hours (7:45 pm), 25 April 1950, a witness observed a flying saucer at Rocky Hill. The object was described as oval in shape, having what seemed to be lighted windows around the outside. It was flying at a low altitude erratically at a high rate of speed. The Colonel, USAF District Commander, signed the report. [cxxxii]

Saucer at Oak Ridge AEC Plant | Blue Book | Tennessee: On October 12, 1950, several witnesses observed, a saucer-looking object over the K-25 area near the NEPA Project area at Oak Ridge. The UFO was described as round, as big as a four-room house,

silver in color (like an airliner). They believed it to be built of aluminum or an element looking like aluminum. The saucer had a blister (dome) at the top of the saucer. The unusual flying object also had windows. The UFO rose very slowly for about 100 feet, moved forward, rose again about the same distance and then it was gone at a high rate of speed. [cxxxiii]

200-foot diameter disc | Blue Book | Birmingham, Michigan: April 27, 1952, around 10:45 pm Mr. J. Hoffman observed a 200-foot diameter object from Stevenson highway near Birmingham, Oakland County, Michigan. He first saw the brilliant white object descended toward his car as he approached an intersection. The UFO was heading west from the north, northeast direction at an altitude of 3,000 feet.

About a ½ mile, in the distance, the object stopped for 4 to 5 minutes. It appeared to rock for a moment like a rowboat on choppy water. The UFO then seemed to settle at a 30-degree angle, and its brilliance diminished to show what appeared to be window lights. The object as it got closer had what appeared to be two tiers of openings each about 10 feet in height. The windows seemed to go around the entire diameter of the craft. From these opening appeared a white fluorescent type light.

> **The object appeared 200 feet in diameter and 22 feet thick. The shape of the object was round and flat. Its color was a Brilliant white and changed to brilliant orange-yellow after its third stop.**

The object then seemed to get its bearings and began moving towards Pontiac. It would move at 150 miles an hour then stop.

The object appeared to travel in a “tilted” position while drifting over the area. Mr. Hoffman had been in his car with his wife and two children. He was able to have his story corroborated by three other independent witnesses a few miles away, Melvin E. Ernst, Edward Pearl and Valerian Eisenschenk. The object then disappeared over the treetops in the west. He watched the object for 30 minutes.

Figure 19 - Illustration of disc "tilted" during forward flight

The UFO made no sound during the entire sighting. Mr. Hoffman called the Birmingham police department to inform the military of the sightings. He got a brush off so next he called Selfridge AFB and made the report. He stopped at a drive-in restaurant and convinced several people to come out and see the event. Though he called the '*Detroit Press'* and told the story, it was never printed. In his final paragraphs to the Air Force, Mr. Hoffman made some excellent points:

1. "I firmly believe that this Saucer was making a reconnaissance tour over the area and if my report had been handled efficiently, we would be in a more intelligent position to know more clearly their intentions."
2. "I further feel, with due respect to the Army, that "someone was sleeping at the switch", or if it is being kept "hush, hush" that the public reaction will be mass hysteria when the unknown definitely attempts to make contact with us (as has been proven in the past). Experience has taught us that education toward events to come, adjust the human mind, to accept phenomena and cope with them". [cxxxiv]

The Air Force was not able to come to any conclusions on this sighting as a result of "Insufficient Data for Evaluation." [cxxxv]

Radar hit on 11 UFOs | Blue Book | Osceola, Wisconsin: On July 29, 1952, between 1:30 and 2:30 am radar operators on the ground near Osceola, Polk County Wisconsin observed a cluster of UFOs.

This report is one of the Project Blue Book unknowns that have very little information. What we do know is ten small radar targets, as well as one large object, was picked up near Osceola, Wisconsin.

The smaller objects were moving between 50-60 knots (60-70 miles per hour) following one another. A larger object was tracked moving at 600 knots (700 miles an hour). The UFOs were followed for one hour as they traveled in a loose formation.

The Radar men mentioned at one point all the objects traveling together after 30 or 40 miles would all of a sudden disappear. A jet was dispatched and was able to make visual contact of the objects at 25,000 feet in altitude. An interception was not possible. Finally, the Air Force concluded a final analysis could not be made. The conclusion was "Unknown." Another document in the file stated a possible condition for the radar sets giving flying objects was that of temperature inversions in the area. [cxxxvi]

Updated information on the Case:

The NICAP "*UFO Evidence of 1964*", (*Provided to Congress*) states the event occurred on July 28, 1952, on the Wisconsin, Minnesota Border. According to the information, USAF jets chased the UFOs that were tracked by ground radar. The UFOs sped up and evaded the USAF interceptors. The pilots observed a band of lights (or portholes/windows). [cxxxvii]

Comment | A couple of points here:

- **Shape:** The objects were not defined in terms of shape. We do know from historical accounts, either ball-shaped or disc-shaped crafts emerge from larger crafts ("Motherships"). The three main "Motherships" during this time in history were mainly: Cigar, Sphere or Disc shaped. It was not until later in the 1970's through 2000 that the boomerang and "V" triangular shaped Mother crafts were reported.
- **Radar**: The significance of objects disappearing from radar scopes were solved during the aerial incursion over Washington DC during the same few weeks. The CAA operators in conjunction with airborne airline pilots observed the ships would "jump" to faster speeds in which the

radarscopes could not keep up. The radar scopes were designed for speeds of standard human aircraft design.

When the airborne pilots over Washington DC, witnessed the ships take off "jump," the Blips on the radarscopes at National Airport would disappear. It was then determined by looking at UFO experiences at Fort Monmouth, New Jersey and CAA National Airport, that the objects could reach speeds that our Radar sets could not track. Radar sets were later modified depending on what the military armed force service branch were looking for. In the case of NORAD, all radar sets were recalibrated to "eliminate UFO's" as a result of the sheer volume of incoming and outgoing saucers cluttered their screens.

Hat shaped UFO | Blue Book | East Moline, Illinois: On October 11, 1952, around 10:03 am a civilian woman at a traffic light observed a UFO at East Moline, Rock Island County, Illinois. The UFO was hatbox in shape with an inverted saucer on top with what appeared to be portholes around the side. The weather was clear at the time for 15 miles. The observer stated the object was seen and had sharp outlines.

Figure 20 - Illustration of "Hat" shaped UFO with portholes

A Message from CG ATIC stated: “It is the policy of Project Blue Book that the reporting agency will use its discretion in determining whether the sighting is of sufficient importance to transmit to this office. It is the opinion of this office that the sighting made by Mrs. (Redacted) fall into the unimportant category".

The Air Force was unable to come to a conclusion based on "Insufficient Data for Evaluation." The file also indicated this was a case of a "poor report" and "Inexperienced observer." [cxxxviii]

Comment | I noted in another case the next day that US Air Force Jets were scrambled on October 12th. I was unable to

determine if this was anyway related to the sighting on the 11th. Furthermore, I am not so sure a UFO with windows would be considered an "unimportant case" as conveyed by the Air Force. Obviously, someone was on board the craft, looking out the windows for something!

UFO with Windows | White Sands, New Mexico: On November 25, 1952, at 8:30 pm an officer returning to White Sands proving ground witnessed an unknown craft near his car. The characteristics of this sighting were extraordinary:

1. He first observed lights in the middle of the road; it had a lighted green center;
2. It disappeared, upon approaching it;
3. Another light appeared from his right 3 to 5 minutes later at an altitude of 300 to 500 feet;
4. This UFO made a right-hand turn and then disappeared at an angle of 90% into the sky;
5. The UFO had two rows of what appeared to be windows, brilliantly lit;
6. The windows were five to six feet in height, and each row had six to eight windows;
7. The UFO had no sound. The conclusion to this sighting was "insufficient data for evaluation." [cxxxix]

150-foot-long UFO | Blue Book | Boulder City, Nevada: On April 14, 1954, a civilian reported an elongated object with the length of 150 feet was seen by a witness at Boulder City, Nevada. Reddish lights came from portholes along the side of the UFO which showed no exhaust, no tail, and no trail. A "buzzing murmur or M pitch" sound was heard but was not from any propeller or jet engine type. The observer first thought the UFO was a bright star until it flew by on a straight and steady path. Total time observed was 1 minute.

A second observer used binoculars to observe the object but was not interviewed due being at an unknown location. The Air

Force concluded the UFO was "probably aircraft." Notes in the file state; "No information presented conflicting with a/c analysis". [cxl]

Comment | However, it must be pointed out, no information in the file confirmed this object was an aircraft.

Rectangular shaped UFO | Blue Book | New Baden, Illinois: On September 18, 1954, around daylight a senior Electrical Base Engineer from Scott AFB reported seeing a box-shaped UFO over New Baden, Clinton County, Illinois.

While the observer was fishing (casting for Bass) near a lake, he looked up and saw this strange object "approaching a crash site." The object appeared to be flying between trees. The UFO was a "rectangular box, the size of an automobile, squared off without bumpers." He also observed: 1) a red and pinkish glow in the upper left-hand corner and 2) a green and blue glow from the rest of the body with the brightness of a fluorescent light.

Figure 21 - Illustration of typical rectangular UFO with windows

The file lacks the observers' written notes and reports with details. A Teletype report went to the Commander AD Ent AFB (CO), ATIC WPAFB (OH), Director of Intelligence USAF Washington (DC), Commander TTAF Gulfport (MISS) and the Commander ATRC Scott AFB (ILL).

The Air Force did not come to a conclusion based on "Insufficient Data for Evaluation." [cxli]

Comment | The Air Force writer was following protocols in using prior ideas to describe a natural phenomenon. This clearly shows the representative has never seen one of these objects as he presumes: "possible meteor based on duration and luminous appearance." Another statement in the file was: "reflection from aircraft, although no aircraft were reported in the vicinity at the time."

There was no detailed report in the file from the observer.

Note: Box shaped UFOs are extremely rare. It is a fact; these unusual ships have been seen in Connecticut.

Cigar ship dispatches small discs | Blue Book | Barberton, Ohio: On November 12, 1954, around 9:15 pm a civilian in Barberton, Summit County, Ohio observes a cigar-shaped ship dispatching a smaller object. The object emitted no sound and had three orange lights. It was believed these were either lights or light coming through the window (portholes) on the ship.

The second object described as a "small bright object" was seen leaving the larger craft moving at a rapid speed.

Figure 22 - Illustration of disc leaving cigar "mother" ship

The speed of the smaller ship was estimated at three times, the larger object. At arms-length, the larger ship was the size of a quarter, while the smaller was the size of a pea. The material of the cigar ship was "unknown." His final statement was: "I have also seen white discs in daylight". "It did not have the appearance of any aircraft known to me".

The Observer drew a cigar-shaped ship with three lighted portholes as well as a smaller object, which launched from the more massive ship. The smaller ship headed east while, the larger craft headed west. The Air Force concluded the UFO seen was "probably aircraft." [cxlii]

Comment | If this object was not an aircraft, what did the accountant see?

UFO with Dome and Windows | Blue Book | Lake County, Ohio: This next case comes to us from several sources, including project blue book. On August 1, 1955, around 9:00 pm, Mr. Sheneman, was exiting his car when he saw a circular object with a red light. The UFO suddenly descended toward him, hovered, and emitted two beams of light. The witness fled toward his house, and the object appeared to chase him. It measured about 30 meters in

diameter (98 feet) and supported a dome. Mr. Sheneman, his wife, and their two children saw it fly away. [cxliii]

Updated information on the Case 1:

According to the research by Loren E. Gross; “a dark shape, that displayed a small red light, sailed downward out of a black cloudy Sky. As it approached the earth-two more lights were switched on, and they cast a brilliant glare over the property of a W.E. Sheneman of Willoughby, Ohio.”

“Sheneman was driving up to his house when the strange aerial object dived out of the heavens, giving the man the impression, a plane was about to crash into his home. His wife and children also spotted the object plunging toward them, and they were terrified.”

“Fortunately, the object slowed to a stop and then hovered about 20 meters above Sheneman's garage. The Sheneman family was now able to study the visitor closely. At first, there wasn't much to see. The object was about 30 meters in diameter from what they could observe. Its smaller features were obscured by red and green lights which washed out details, but these lights suddenly were extinguished revealing a domed body, a long flat dome in profile that had many tiny points of light on it.”

“A sound, which the witness compared to the hum of an electric fan, was audible.” The object did not remain stationary for long. It’s pilot, felt the need to move his craft and the ship "flashed" to a position above a nearby wood where it paused for about 5 minutes before drifting away at a leisurely speed.

The Air Force Project Blue Book agents investigated the Sheneman case 12 months after the event. The official report reflected:

> **“In view of the fact that Mr. and Mrs. (name deleted) repeated almost the exact story submitted in the UFO case dossier, that Mr. (deleted) appears familiar with known types of aircraft; and that he still seemed frightened almost a year after his sighting, the undersigned investigator was**

left with the impression that Mr. (deleted) is sincere and truthful and that he did see something unusual and unknown." [cxliv]

Updated information on the Case 2:

This next information comes from (NICAP's) '*UFO Evidence'* provided to Congress in the late 1960's. On Aug. 1, 1955, W. M. Sheneman, proprietor of a radio and TV store, arrived at his home near Willoughby, Ohio, (20 miles east of Cleveland). As he got out of his car, he saw a large circular object, with a red light on the front rim, descend rapidly over a nearby field. The UFO stopped at an estimated 800 feet altitude and shot two beams of light toward the ground. As the glow illuminated the ground, Mr. Sheneman saw several "windows" around the edge of the hovering disc. He fled into the house but returned after a minute with his wife for another look.

The craft had become dark and was hovering about 200 feet above the house; from this vantage point, he estimated its diameter at 80-100 feet. It then began to move away, revealing a dome on top lit by a white glow from within. Mrs. Sheneman reported hearing a soft humming sound.

Following report of the incident to the Air Force in 1956, the Sheneman's were visited by a major from ATIC, who told them they had seen a test of a Canadian Avro vertical-lift device developed for the U.S. Air Force.

To back up his claim, the officer displayed a glossy print purportedly showing the craft in flight. This was, in fact, an artist's conception of what the Avro disc might look like, as the first example was not completed until 1959. The major tried for three hours to convince Mr. and Mrs. Sheneman that they had seen the Avro and to sign a statement to that effect, but they refused. [cxlv]

Figure 23 - The AVRCOCAR S/N 58-7055 – USAF | [cxlvi]

Comment | Anyone today reading material on the AVRO Car (VZ-9V) can admit it was a failure. The craft only attained an altitude of several inches from the ground and had a top speed of 35 mph. This information came from the UFO evidence report from a NASA Technical Note. Therefore, the ATIC official was incorrect in his statement to the witness about the capabilities of the AVRO Car.

40-foot long Cigar ship | Blue Book | Sutton, West Virginia: This next case comes from an interview conducted by Gary Barker of 8 witnesses to a cigar ship during a hunting expedition. On November 1957 around 4:30 to 5:00 pm Hank Holloman and other hunters observed a UFO while looking up at one of the nearby mountains at Sutton, West Virginia.

Gary Barker, a columnist, drove to Sutton West Virginia to obtain the story of several hunters who observed a giant UFO. The story was then aired on Radio Station WCHS in Charleston (WV). Here is the story as he interviewed Hank Holloman.

Mr. Holloman reported the object appeared “to be 40 feet long, more or less in the shape of a hot dog bun. It had portholes around each side – I'd say half a dozen on each side. Moreover, there was fire coming out of these portholes. It would swing kind of (note he used the word "Kinda") like it was trying to get in under the timber, then it would back up. At times I could see both sides of it.”

Barker: "Did it appear to be cigar-shaped?"

Holloman: *“That’s right, similar to a cigar.”*
Mr. Holloman stated they were on the porch with a telescope and viewed the object with his hunting companions. He said looking at it;

“It looked to me just like it was pointed off like a cigar at both ends, and it looked like there was a division right through the middle of it, with as much white down here as there was above. Moreover, I couldn't see no wings, myself”.

Figure 24 - Typical "Metallic / Silver" Cigar ship

Mr. Holloman stated:

“Yes, smoke and fire. Kind of blue smoke looked to me like – the best I could tell, and, then like a red blaze of fire would fly-like they were having trouble with it or something. Also, it backed up, and it backed out, and he came back again like he was trying to get down in there, and he made a third attempt to come down in the woods right on top of that ridge.".

Barker**:** “Did you hear any noise?”

Holloman: "No, I didn't hear any noise."

Barker: “Could you see anything after it landed?
Holloman: "We could see movement, and it looked like people were working around it. It was getting dark then, and the shade was coming over it, and we couldn't see very good."

Barker: “When you saw this thing land, what was your impression that it was?

Holloman: “I thought it was something from the United States, maybe Army or Navy. There are so many experimental things.”

“When asked if he called the police, they said no they did not as people would think they were crazy. However, then stated they thought about it and drove to Gassaway to report the incident to a State Policeman and another man called Rodney Belknap. When asked how many witnesses saw this craft he mentioned eight names: Himself, His son and his son’s wife, Walter Knicely, Ora Moats, Eddie Mollohan and his wife and another man on Gibson Ridge. Mr. Holloman mentioned Aberdeen Maryland proving ground is not too far away.” Finally, the last few points:

Barker: “Did it seem to glow?”
Holloman: “No, only when the sun glinted on it.”
Barker: “Did it appear metallic?”

Holloman: “Yes” [cxlvii]

Comment |Note in this case, their appeared to be some crew around the ship conducting repairs. We have had many witnesses making the same claims regarding “repairs” with other landed craft sightings.

20-foot diameter disc with dome | Blue Book | Sheffield Lake, Ohio: On September 21, 1958, around 3:00 am Mrs. William Fitzgerald and son of Sheffield Lake, Lorain County, Ohio was attracted to one of their windows when a brilliant light appeared.

According to the Air Force Files, the witness looked out her bedroom window to see a flat, circular object with a dome-shaped top.

The UFO was six to eight feet from the ground moving slowly in a northerly direction. The extraordinary craft moved in an oscillating motion. The UFO was ten feet from the window when first reported and reminded her of dull aluminum.

Figure 25 - Illustration of "domed" disc

The dimensions were 20 feet in diameter and 6 feet thick. The object then made several turns in her yard then rose instantly out of sight. The total time for the sighting was 5 minutes. The witness's son also viewed the object from the bathroom window on the same side of the house.

According to a private report the UFO made two clockwise turns, then shot straight up out of sight. The next morning the son told his father what he had seen. The father replied: "It was just a bad dream." Both witnesses stated the UFO made a noise like a "hum or a whirring" noise, like a jet engine warming up. The female witness stated it had a humming or whistling sound. The craft gave off a gray-pink colored gas. The gas came from two sets of tubes or they assumed "machine guns" in the rim of the craft. The light given off by the ship "lit up" the surrounding ground.

The Air Force investigating the incident determined a train passed the witnesses home from time to time and on this particular evening passed the home during the hour in question.

The Lorain Coastguard also used a spotlight that same evening that would have been directed toward the house during the time to attract the attention of another ship. The main witness wrote a letter to the Aerial Phenomena Group at the ATIC Wright Patterson AFB (OH) on September 29, 1958, explaining it was a "terrifying experience." She further comments:

> **"No private citizen should be placed in the path of government devices if that is what it was. If it was a spacecraft, steps must be taken to warn the public".**

She also reported around 2:00 am the same morning a ball shaped object (sphere) with a low pulsating sound made her sick to

her stomach that morning. She contributed the red light giving off heat that of the train passing by at that time.

The Air Force concluded the sighting was caused by "light reflections." The notes suggest two light sources could have caused the "oscillation" plus fog and presence of smoke in the area could have reflected light. [cxlviii]

Updated information on the Case:

The '*UFO Investigator'* Magazine pointed out that Representative A. D. Baumhart, Jr. from Ohio investigated this case. Mr. Baumhart is a member of the House Space Committee. [cxlix]

Cigar Ship with Windows | Blue Book | Holloman AFB, New Mexico: On the evening of October 10, 1958, John Romero, an Air Force assistant engineer at Holloman, White Sands spotted a UFO.

This object was a cigar-shaped, which he observed through binoculars for six minutes. He characterized the Cigar shaped object as having a fantail shape at the tail and what appeared to be four pinpoint spots of light on the side "like portholes." It hovered about 10 degrees over the horizon and then vanished over the San Andres Mountains near Alamogordo.

The Air Force conducted a report of the incident and noted: "sightings of this nature generate adverse publicity for the Air Force." The witness was interrogated on October 17, 1958, of the sighting. Three days later, Mr. Romero admitted he was in error, and he realized he saw an F-106. The APRO organization came to the same conclusion and presented their findings to the Air Force. [cl]

Comment | Whatever this thing was – an F-106 does not have 4 portholes and does not hover. Was the witness coerced into admitting he made a mistake?

Cigar ship with Portholes | Blue Book | Forest Park, Illinois: On June 18, 1959, during the evening a civilian observed a UFO at Forest Park, Cook County, Illinois. This craft was shaped like a cigar having 4 to 5 portholes and emitting a small flame toward the back.

This exhaust was ½ the size of the object. The UFO with a glowing green color took off towards the northeast until it was gone.

A Teletype message was sent to the Commanders as ACD Ent AFB (CO), ATIC WPAFB (OH), Assistant Chief of Staff Intelligence HQ USAF (DC) and Office of Information Services HQ USAF (DC). The Air Force concluded probable "Meteor caused the sighting." [cli]

Comment | Have you ever seen a cigar-shaped meteor with windows! If you did you would have to ask – who or what is behind the windows.

150-foot long Cigar ship | Blue Book | Cincinnati, Ohio: On October 5, 1959, around 8:00 pm, a 7th-grade school student observed a large cigar over Cincinnati, Hamilton County. The object was reportedly traveled over the observer's head by 100 feet.

The UFO was silent, glowing around the edges but clearly outlined. The student believed the UFO behind the light was black and had three windows or portholes. The Air Force was not able to make a conclusion based on "insufficient data for evaluation". The Air Force believed the report "may be imaginary." According to the file, the object was at least 150 feet long. [clii]

100-foot-long UFO | Blue Book | Cleveland, Ohio: On August 10, 1960, a church attendee at Second Mt. Sinai Baptist Church, Miss Mary Elizabeth Willis was having her TV repaired, when the repairman coming up the stairs to her home yelled out "What's happening out here?"

Miss Willis ran out to see what the RCA TV repairman was talking about and looked up. In her words: “I couldn’t believe what I was seeing”, “There it hung at a crazy angle in the sky, no sound, no windows, no portholes or openings that might have been windows.”

The object as described my Miss Willis stated: “It had a long black cone-like aperture that shot out in front of the craft or whatever you call it.” The object was big. According to the article she stated: "The thing stretched out from a point about three houses down from mine to just beyond my backyard.... Before we could catch our

breath, it suddenly was whisked into the sky, swiftly and silently, except for the slightest suction of air in its wake."

She described the UFO as "dark blue in color." She also mentioned as it effortlessly reached the clouds it sat motionless for a minute, then dissipated into the light blue that blended with the sky itself." Miss Willis reported the sighting to her Pastor, neighbors, The United States Air Force as well as Cleveland Hopkins Airport. The Reverend Luther Hill stated: "Miss Willis is a sober-minded, rational type woman." [cliii]

130-foot-long UFO with windows | Blue Book | Biloxi, Mississippi: On June 9, 1962, a 45-year-old woman was fishing off a pier at the foot of Pat Harrison Avenue in Biloxi, Mississippi, when she noticed what she thought was a large airplane coming out of the east. The object appeared coming on her left, over Biloxi Bay in the vicinity of Keeler Air Force Base.

As the UFO approached, she was curious about the lack of engine noise. The UFO crossed in front of her, zooming westward at fantastic speed. In a matter of 5-6 seconds, the thing disappeared into some clouds.

The file indicates: the object made no sound and was a color of soft silvery gray. She mentioned that it was the size of a C-124 fuselage (Globemaster) but had no tail or wings.

Figure 26 - Illustration of Cigar ship with windows

The drawing in the file indicates either a disc or some sort of cigar shaped ship with windows. The observer mentioned the UFO had a line of light or lights through the center resembling windows of a passenger train at night. The middle light in the center appeared brighter than the windowed lights to the left and right which suggested to her; this was a round object. [cliv]

Comment | The Douglas “Globemaster” C-124 is 130 feet long and had a wingspan of 174 feet. This UFO was over 100 feet long (1/3rd the size of a football field)

200 to 300-foot diameter disc | Blue Book | Lake County, Illinois: On September 25, 1962, around 9:30 pm military men observed a 200 to 300-foot diameter saucer with 20 evenly spaced windows except for two gaps over Arlington Heights, Lake County, Illinois.

For 3 to 4 minutes the observers reported seeing a massive 200 to 300-foot-diameter object. The object emitted a noise similar to a whining jet as it rotated slowly at 1,500 feet. The UFO circled then hovered then left at a high rate of speed. There were several witnesses including Military Police.

A Teletype message was sent to 30th ADIV Truax Field (WI), ADC Ent AFB (CO), AFSC Foreign Technology Division WPAFB (OH), HQS USAF AFCIN Washington (DC) and SAFOI Washington (DC).

Note a copy of this report was sent to the Defense Intelligence Agency (DIA). The Air Force concluded this object was "unknown." Though comments in the file suggest possible aircraft with advertising lights. Buried in this report was another case from August 7, 1963, in Chicago. [clv]

75-foot diameter craft | Blue Book | Northfield, Illinois: On May 11, 1963, six military men spotted a UFO over Northfield, Cook County, Illinois.

Men from the C Battery 3rd Artillery unit described a 75-foot diameter white object with windows. The UFO was heading at a slow speed at 700 feet in altitude. They observed the object for 25 minutes and noted a "spinning motion". No sound accompanied the UFO. A Teletype report was sent to ADC Ent AFB (CO), 30th Air Division Truax Field (WI), AFSC Foreign Technology Division WPAFB (OH), OSAF Washington (DC).

The Air Force concluded this was an "advertising sign pulled by a plane." Further notes state: "subsequent investigation indicates that an a/c with advertising lights were operating in the area (case can be correlated w/sighting at Evanston, Illinois on May 15th), same objected sighted by Dr. Hynek". [clvi]

Comment | In looking at this file, it was incomplete. Individual signed statements by the men of the unit were missing. Further investigation notes mentioned in this case were not in this file as indicated. The correlated sighting by Dr. Hynek from 4 days later was not in this file. If we do not have all the facts of a case, how can a conclusion be made that this was an "advertising plane sign"? This leads us to inquire, what did these men see?

100-foot-long UFO | Blue Book | Evanston, Illinois: On May 15, 1963, around 8:00 pm a civilian reported seeing a UFO for 3 minutes over Evanston, Illinois. According to the observer, he first thought the strange sight might be a dirigible advertising sign, however, changed his mind when he noted several odd things. The object was said to be the size of a DC-7 and had lights appearing to be coming from windows.

The UFO performed a loop, came over his head and then took a 90-degree turn to the north. At one point he observed the object increase its speed to a significant amount. When looking at the UFO he noticed what looked like windows in an office building. Light came from all the windows but one. The witness reported the case to Dr. J Allen Hynek at Dearborn University at Northwestern University.

In his final statements, the observer stated: "There are too many real possibilities to permit limited speculation, but I am sufficiently romantic as to hope or think it might have been otherworldly. A flying motor-operated vehicle is capable of fairly fast speeds". The Air Force concluded the object was an "a/c with an electric advertising light" viewed on a subsequent night by Dr. J. Allen Hynek. [clvii]

Comment | A DC-7 is 108 feet long in size. We note the Air Force linked the two sightings of May 15th and 11th to that seen by Dr. Hynek. No statement by Dr. J Allen Hynek of his evaluation was found in the files.

Inverted Saucer with windows near Factory| Blue Book | Cleveland, Ohio: On September 4, 1965, around 10:00 pm several witnesses at a local football game observed a white colored object move across the sky in Cleveland, Ohio.

At first, they believed the object to be a "Telstar satellite" but after watching it move forward, then stop and retrace its path this idea was pushed aside. The object's color changed from green to red and then to white.

Then they considered the object an airplane or balloon. However, these ideas were pushed aside when the object again moved forward fast, stopped and retraced its path. The object then moved forward at a fast pace and made a right angle turn upward and retraced its path back down to its original spot.

After 30 minutes the object raced toward the observers in a straight line only to stop 200 feet above the railroad tracks near a tall chimney at a local factory opposite their backyard. After the UFO stopped, it rotated for 2 minutes clearly showing its windows with brilliant light. The windows were an oblong shape sandwiched between two inverted saucers. When the strange craft traveled away, it moved in a tilted or sideways fashion. A drawing in the file shows the windows in the middle of two inverted saucers.

Figure 27 - Illustration of unusual craft with square windows

A note to the drawing stated: "The first minute of revolving looked like a string of lights dangling in the sky." The windows emitted a brilliant white light according to the observers. When the object departed, it righted itself, then raced at great speed toward the lake and out of view.

As to sound as the UFO approached it made no sound when departing, they heard a soft, high-pitched sound. The color of the object without the windows appeared "dark metallic." When asked what other common objects could account for the object they mentioned several things:

1. A beautiful diamond bracelet with its brilliance;
2. A carnival carousel;

3. Traveling away from a "Ferris wheel."

The sighting was reported to the Radio Station WKRC, Burke Airport, Radio Station WHK and Cleveland Hopkins International Airport. One of the Radio stations indicated other witnesses observed the same thing and was encouraged to call Cleveland Hopkins.

One female observer was told the UFO was over her home near the factory's tall chimney. As she completed the questionnaire on October 9, 1965, she stepped outside to measure the distances and observed a similar object at the same spot from 10:35 to 11:25 pm. The file is very well documented from the women observer. The Air Force concluded the observers saw an aircraft with advertising light. [clviii]

Comment | This case clearly should have been classified as an "Unidentified Flying Object." No planes with advertising lights would move forward, stop, reverse course and make radical moves upward. The very fact the observer saw this thing up-close with windows indicates it was not an airplane with advertising lights. Kudos to this witness who explained in great detail what she and her family observed. It would have been interesting to know the name of the factory as many saucers have been seen hovering over Industrial plants.

Large Sphere-shaped UFO | Blue Book | Sibley County, Minnesota: On October 21, 1965, around 6:10 pm five people returning from a hunting trip observed a UFO two miles from St. George. Mr. Arthur Strauch, Deputy Sheriff of Sibley County, Minnesota and his occupants, pull to the side of the road. The Sheriff grabbed his binoculars to observe the object about ¼ mile in the distance and at 2,000 feet in altitude.

After ten minutes they drove another half a mile and took a picture of the thing. Just then it moved into the wind and stopped for a few seconds. Its light then changed from white to a dull orange and moved toward the southeast at a high rate of speed. As it passed over their heads, they heard an audible high-pitched whine, as made

by an electric motor starting up. The witnesses were Mr. and Mrs. Strauch and their son and Mr. and Mrs. Grewe.

Sheriff Strauch took four-color photos with a Kodak Instamatic using Ektachrome X-film. Sheriff Strauch stated: “I have no idea what it was. All I can report is that it was different from anything I had ever seen in the sky. I’m positive it was a machine driven by some inner power that had tremendous speed. The outline was unmistakable through my binoculars, as that of a flying saucer.”

He further commented: “The rounded top of the dome was a metallic silver gray that reflected rays of the setting sun, turning it (the object) into a large orange ball.”

“Surrounding the dome were small portholes that emitted a bright yellow light. Just below the windows or ports was an area where a light blue glow was seen. This light seemed to reflect some inner light or perhaps exhaust.”

“From the edge of the blue light’s reflection to the edge of the flat saucer surface (outer edge) the outer ring was rotating counter-clockwise, causing it to throw off an aurora or hale of light that changed from orange to white with an overall tinge of blue and green. The extreme outer edge of the saucer glowed a bright orange and this part did not move or rotate.”

He further stated: “To my left, or I assumed, the front of the machine, was a black spot or perhaps an intake port for air.” “The Machine was not hanging or hovering in a parallel to the ground, but was at an angle, the font, as I assumed it to be, was tipped down about 15 degrees while it was hovering. The object: “had such tremendous speed that it just disappeared into space."

A picture of the UFO is on page one, and an illustration appears on page three of the APRO Bulletin. The example looks like a classic saucer with clam like edges. The Air Force could not make any conclusion on this case for reasons of "Insufficient data for Evaluation." [clix]

Comment | The Air Force reviewed the photos and could not come to any conclusion. Despite the five witnesses and the detailed

statement made by the Sheriff, I wonder how many of these types of sightings went into the trash.

Saucer with Portholes | Blue Book | Portsmouth, New Hampshire: On March 23, 1966, around 8:27 pm a 13-year-old boy reported seeing a saucer over his home in Portsmouth, Rockingham County, New Hampshire. The young boy watching TV at the time was drawn to an object flying in the sky. It was described as two saucers facing one another with a grayish white color.

A "buzzing" sound came from the object much like a transformer from a telephone pole. The observer commented the object was clearly defined as no higher than 1,000 to 2,000 feet in altitude. He was outside when he observed the saucer. His report states: "Two saucers facing each other with a bubble on the top of each one of them." When asked if he had ever seen something like this before, he said "No."

A drawing in the file by the young lad is nothing like a plane but an elliptically shaped craft with two bubbles and what appears five distinct portholes or lights. The Air Force concluded the young lad witnessed an Aircraft. The writer stated: "nothing in the report indicates that the object could not have been an aircraft." [clx]

Comment | I take issue with the conclusion. Many characteristics in this report are counter to an aircraft sighting. 1) The object is round – saucer shaped – not airplane-shaped, 2) the UFO had no propellers, nor jet engines, 3) the UFO made no piston or jet engine sounds but had a buzzing sound. It seems the Air Force jumped the gun moving this "unknown object" to the plane category driving down the statistics of UFO unknowns.

Large Sphere follows B-52 | Blue Book | Belchertown, Massachusetts: On April 22, 1966, at 4:25 pm a father and son observed two spheres following a B-52 at Belchertown, Massachusetts. Just after sunset, the witnesses saw a large red sphere with portholes launch a smaller object of similar shape.

The object made no sound as it traveled between 100 to 150 miles per hour. The observers were no farther than 160 feet from the

object.

A drawing in the file shows two versions of the UFO. In one sketch, a larger sphere is drawn having five glowing portholes with a band around the center of the sphere. It also shows a small sphere that was ejected from the larger craft.

Another picture drawn appears to be more "elongated disc-like with a dome."

However, when asked what common object would it be similar too, he stated "a torpedo with a small dome." Other colors reported were blue, yellow and red.

According to the witnesses, the UFO hovered, flashed and flickered lights then suddenly speeded up to disappear behind a mountain. Major Hector Quintanilla (USAF) responded to the family stating: "The information we have received was not sufficient for evaluation"...We wish to thank you for reporting your observation to the Air Force". [clxi]

Comment | There appears to be a discrepancy in the report as to what the object looked like. Regardless, the 12-year-old boy and his father witnessed some object "up close" and having no wings while not making a sound." I am sure they did not see "Batman."

Two UFOs | Blue Book | Spooner, Wisconsin: On June 6, 1966, around 9:20 pm (dusk) Mrs. Dorothy Gray was at Potato Lake when she observed two UFOs over Spooner. Her report said two discs moved around the sky until hidden by some trees.

The Discs were dark bronze in color with a brownish lower body. Definite squares on the underbody giving the appearance of a “checkerboard” or “turtle shell” like surface.

Each object had square windows in the upper portion of the disc. These windows let off a bright orange glow from within. The UFOs would tilt forward; the superstructure would rotate counterclockwise. No vapor trail was seen, and no sound radiated from either UFO.

The objects appeared to have sparkling white lights across the body of the lower body. The UFO traveled northeast at 30 miles per

hour. These objects according to her "were definitely not aircraft or helicopters."

When asked what the object reminded her of, she said: "an inverted dish or plate with an inverted bowl on top. The first impression was a spinning top inverted." Her statements also included: It "did not wobble, zig and zag, but rotated and followed a straight path". The witness was from Indiana and reported the event to the Wisconsin state police. She even wrote to the Governor one week after reporting the incident. Her final comments: "Have never seen anything like it." "This is an excellent sighting, that can only be defined as very weird, unexplainable." "Weather balloons, reflections, clouds, gases, etc. must be ruled out in this case."

The FAA in Duluth reported it was not able to detect any object in the area in question as its normal range was 30 miles and maximum range was 60 miles. The Radar station as Osceola AFS was contacted and had no object on the scope.

A letter in the file written by the husband confirmed her sighting and was reluctant to report the incident for fear of "ridicule, harassment." He further commented he spent the entire night trying to calm her nerves. He finally states: "please keep in mind, this is not another "crackpot" or "hallucination" report, but rather one of a very serious nature." "Ridicule or not, I feel it's my duty to report this incident so someone of proper authority can weigh its value."

The Air Force concluded this case "Unidentified." This is a fair conclusion given no Air Force Jets being launched that evening. There did not appear to be any reports to other military offices in this case, despite the governor, Warren P. Knowles being informed. [clxii]

US Army Graduate spots UFO | Blue Book | Metropolis, Illinois: On September 6, 1966, around 9:40 pm a 21-year-old graduate of US Army Flight School and his father spotted a strange object over Metropolis, Massac County, Illinois.

His exact location was in front of the state highway garage, west of Carbondale, Jackson County, Illinois. The evening sky was pitch black with no moonlight or stars when a bright object "like a bright

bulb" appeared a block away. According to the drawing, the UFO was a disk with a hat shaped tower.

The bottom part was football/disc-shaped and rotated. The top part appeared to have lights or portholes of some sort. The object made no sound and emitted no exhaust while it traveled south to north.

The two watched the UFO for 10 minutes before it disappeared. He had been driving at 20 miles an hour when he saw it, so he pulled over to observe it more closely. He reported the incident to the Police Department. The Air Force could not come to a conclusion based on "insufficient data for evaluation." [clxiii]

Two UFOs approach Car | Blue Book | Lothridge, Ohio: On March 9, 1967, around 9:10 pm at Lothridge (Athens County) Ohio, a female observer reported two UFOs.

The UFO came forward and stopped about 50 feet in front of the car. The UFO was that of an object bigger than a star, glowing like a light bulb with the color of reddish-yellow. It appeared to be spinning to the right. The UFO was sharply outlined and at times had a fuzzy appearance. The UFO then stopped spinning, slowed down very quickly and resembled a cube shape about 12 to 15 feet square. This "bizarre thing" was hovering 35 to 40 feet off the ground.

A drawing in the file shows a "cube" shaped object with a dome atop having two red lights. One light appeared on each of the four corners of the cube. In addition, the witness stated each side of the cube had a porthole. When asked what common object this resembled she stated: "a top turned upside down in a box."

The second object appeared "crescent-shaped." The personal letter she wrote the Air Force stated, she became hysterical and asked her husband to leave the area at 90 miles an hour.

> **As they did the UFO followed the car for some time until they could not see it any longer. The woman mentioned her husband saw it but knew it wasn't anything from Earth!**

When asked if she had seen anything like this before, she commented: Yes, in the summer and fall of 1966. During that sighting, a star like an object was joined by a second and preceded to move down over a passing train. Once the train left the area, the UFOs proceeded back up to its original positions. Her final comments were: "I'm fairly intelligent, and I think any intelligent person could tell a strange object from a common object at such a close distance." "It is quite true the only reason I'm filling out this form is because the UFO that I saw was cube shaped although while spinning it did have a saucer-like shape. I thought maybe it would be helpful since I've never heard of anyone sighting a cube-shaped UFO before".

As far as fear of reporting this object, she commented: "she hesitated to write because of some of the exclamations the Air Force has been giving for UFOs." In her letter, she said: "What we saw that night was not swamp gas, nor a bird, not a balloon, and not an airplane or helicopter. So please explain to me what it was if it wasn't from outer space. I know you folks in Washington don't believe in UFOs, but this was no fake. And I'll take a lie-detector test, and I'll swear on a stack of Bibles that it's the truth."

The Air Force concluded: "Insufficient Data for Evaluation." USAF Colonel Manatt wrote the female observer on October 9, 1967, stating they needed reports as soon as possible to determine if planes had been in the area. It was shared the FAA destroys all air activity records after 30 days. They further stated the area had several low level, high-speed refueling routes in the area. [clxiv]

Comment | Just for the record, UFOs come in many shaped and sizes. Strange shaped like Octagons, Cubes and Rectangles have been reported.

UFO confronts Police Car | Blue Book | St Paul, Minnesota: On March 22, 1967, around 7:00 pm several witnesses observed what they thought was a UFO.

The first observer was highway patrolman Officer Richard Morelan that observed a sizeable brilliant light descend on Ringo Lake coming directly toward his patrol car. He first believed the

object to be a DC-3 trying to land on the Lake as its speed was between 100 and 50 miles per hour and the altitude between 100 and 150 feet.

He immediately aimed his spotlight at the object. The flying object then veered away from 500 to 600 feet. He saw it climb slowly and then it turned and came back toward him a second time. He believed it was attempting to land again, so he stepped out of his squad car. He heard no sound with this object. He then notices an aircraft to the south nowhere near this object. He believed after it left the area it was much larger than a DC-3. He shared that Officer Lee Weise of the Willmar Police Force observed a similar object on March 21 between 9:00 and 9:30 pm.

The second observer also saw a similar occurrence as they were driving towards New London on Highway #9 around 7:00 pm. A mother and her 12-year-old daughter observed a real bright light in the sky. Then the daughter called to her mother to say a flying saucer seemed to be approaching their car. The mother stated, "there was no such thing." Then not more than half a mile later, the object seen by the daughter was in front of their car hovering some 20 or 25 feet off the ground.

The parent could not make out a shape other than a five to six feet diameter light. Her observation led her to believe the light was inside the object (self-luminous) as the light did not light up the highway. The 12-year-old daughter said she saw a triangular shape around the light and what looked like small windows above the light.

Then Captain Walter E. Whitson of the Highway patrol shared that they went to a third spot to interview another family living on a farm who saw a similar object at 7:23 pm. The UFO approached the barn over the treetops and remained stationary for seven to eight minutes; then it went east. A report was written for Wright Patterson AFB (OH).

The Air Force concluded this was a possible aircraft sighting as two SP2E anti-submarine patrol aircraft were in the area. The Air Force admitted the planes do not typically operate below 2,000 feet however the aircraft utilizes a high-intensity carbon arc light

(mounted on the wing) which can be directed downward for penetration into the water, for search purposes. [clxv]

Comment | There are several issues around the Air Force conclusion in this case; 1) the two Anti-submarine planes can travel slower than many jets, however, are they not able to remain aloft at 50 miles an hour or become stationary, 2) if the object were the plane as suggested, the altitude of 100 – 150 feet is twenty times lower than usual flight pattern of such aircraft. This cannot be a plane as suggested as flying at 25 feet, would be illegal and endanger lives. The witnesses that evening did not see two SP2E anti-submarine planes, nor balloons. It was something else entirely.

A saucer with two windows | Blue Book | Taftville, Connecticut: On September 17, 1967, at 8:00 pm a Taftville, Connecticut woman and her daughter (an eighth-grade student) observed a flying saucer while driving. The observer pulled over and noted two other cars had also pulled over to watch the 10-minute display.

The object was described as "large as the moon," having a "fluorescent light" and appeared "solid" in structure. The UFO hovered "stood still" and at some point, changed shape "separated." Then at one point, the observers stated: "when the light went out the object was nowhere to be seen."

The object made no noise ("silent") and had what appeared to be two large windows. The object was situated no more than 1,000 feet from the observers. The final description given was that it was a large as a saucer. The Air Force commented that they believed the sighting could have been linked to a plane pulling an advertising sign. However, the comments from the witness appear consistent with this finding. [clxvi]

UFO with windows | Blue Book | Memphis, Tennessee: On August 17, 1968, around 8:30 pm a group of young ladies in Memphis report a UFO. According to the newspaper, twenty-six students and the head of the history Department witnessed a UFO

outside the dormitory between 8:30 and 9:00 pm. According to the witnesses, it was "elongated like a blimp."

The craft had red and green lights on top. Near the top were large windows. On the bottom half, white lights were revolving. The object was in view for 30 minutes. The UFO would leave and then come back. It would go down and come back up. The observer said: "I've never seen anything like it before." It was then reported to the Sheriff's office. As this report came from a newspaper, the Air Force classified this as "insufficient data for evaluation." [clxvii]

Chapter 7: UFOs landing on Earth

In my previous two books, “UFOs In U.S. AirSpace” and “The Invasion of Earth," several chapters are dedicated to UFO landings. UFOs land in fields and on the side of roads. In some instances, UFOs have landed on driveways, schoolyards, near railroad tracks and runways. The following is a short version of landing analysis from a few states, most of these landings are not in Project Blue Book.

Recorded Landings of UFOs

The following dates represent confirmed landings of extraterrestrial vehicles at the designated location below. The only reason a ship would land would seem to be for purposes of exploration. In some cases, observers witnessed beings collecting rocks, plant life, and water.

Date	Landed at	Observer	Shape of Craft
6/27/47	San Miguel, NM	Mrs. Appelzoller	Flame Like
7/11/47	Laurel, MD	One person	Unknown
5/18/54	Cannon AFB, NM	Several	Lens-shaped
9/56	White Sands, NM	2 AF Colonels	Disc, Dome
11/2/57	White Sands, NM	Mr. Echols	240 to 300 ft –round
9/29/58	Derwood, MD Nike Base	Army Men	Ball Nosed – no wings
9/26/60	Las Cruces, NM	Two police officers	Bright Ball of light
4/24/64	Socorro, NM	Police – Zamora	Egg
4/26/64	Tularosa, NM	Mr. J.D. Hatch	Egg
4/26/64	Santa Fe, NM	Mr. O. Gallegos	Egg
4/30/64	San Antonio, NM	RB-57 Pilot	Egg
11/30/64	Terryville, CT	Medical Officer	Unknown Light
10/7/65	Southington, CT	Mr. R. Rubenstein	Saucer, Dome
4/19/66	Peabody, MA	Several	Oval

4/22/66	Beverly, MA	Several	Football
9/17/66	Cranes Beach, MA	Mr. MacGilvary	Cigar
3/67	Cheshire, CT	Mrs. Troski	Large Disc
6/67	Bethel, CT	Several	Lighted Disc
7/5/67	Coventry, CT	Motorist	Ball of Light
7/9/67	Danbury, CT	Mineralogist	Unknown
9/20/67	Winsted, CT	Mrs. Pasko	Tear-drop
4/10/75	Keney Park, CT	Several	300 ft - unknown

It is not known whether the frequency of landings in the 1960's was a direct result of people becoming more observant (becoming aware) or whether the visitors were more comfortable making controlled landings during the time period.

Blue Book Cases

UFOs land at Lake | Blue Book | Springer, New Mexico: On April 25, 1949, a former Army pilot writes Dr. Lincoln La Paz and explains that on the morning of April 25th at 6:30 am two witnesses where fishing when they spotted UFOs.

Their attention was called to the objects when they heard a "high pitched whistle." They initially wondered if ducks were flying into the lake for a landing when looking up what they saw was "not ducks." What these objects were they did not know. The objects they saw were "silvery white in color." To them they stated the objects looked like balls, "sort of like Christmas Tree Ornaments". Being a former Army pilot, the witness stated these were not "jet planes" or "guided missiles." He stated; "Whatever these "things" were they were traveling faster than sound. I know that because we were hearing the sound of the objects we had not seen and looked at others whose sound had not yet reached us."

They observed these objects for over an hour. In closing the appeal to Dr. La Paz, the men shared: they had never witnessed this before and asked if anyone else had? They wanted some explanation. The other witness added; "Dr. La Paz we haven't told

many people because we are afraid they won't believe us. Do you blame us"?

Another comment he made was these objects were traveling so fast he doubted they could be picked up with field glasses. Speed was estimated at Supersonic at a height over 30,000 feet.

1. 6:30 am – Due West -11-A Tight formation of 11 objects heading due west passed at high altitude. UFOs in sight for only 10 seconds.
2. 6:40 am – Due West-9-10 Minutes later another group of nine objects again due west, very high altitude and traveling fast. One object left the group and headed southwest.
3. 7:00 am – Due East-2-20 minutes later, spotted two more objects heading east. They appeared the same, as the other two groups but were farther apart than in the first two groups.
4. 7:30 am (estimated) -South-5 minutes later, the last group passed due east and headed south. They were strung out in a line going very fast and low. These objects made a "high pitched whistling sound."

Taken from observation of eyewitness testimony of letter written to Dr. La Paz. The Air Force concluded this event was caused by "Other" (Birds). [clxviii]

Comment | I almost passed up on this case when I read the Project 10073 Record card conclusion and brief summary. I had an odd feeling and decided to dig deeper. I am now wondering; how many other reports have been inappropriately identified/classified by the Air Force? The question for us would be what type of birds can travel at supersonic speeds and appear as silver balls? Secondly, has anyone seen a flock of 11 birds moving at 30,000 feet from the ground?

UFO Lands | Blue Book | Monroe, Michigan: On June 23, 1949, around 4:30 am Mr. Ralph K. Gass was traveling home to Toledo from Monroe, Michigan on Route 25 when he observed a

UFO in his rearview mirror. The UFO was coming from a north-northwesterly direction.

This object startled him, and he pulled over to observe it. He then saw three more identical objects. He took out his binoculars to observe the UFOs in more detail. From where he stood, he observed one of the objects landing on an unoccupied island on Lake Erie. This location was between Point Place and the Naval Armory on U.S. Route 25.

The UFO had a "long extension landing gear built like a tripod." The tripod was noted to have two forward of the main spar and one aft. The bottom of the landing pods had “hoof” shaped gear as opposed to wheels. Each unit of the tripod appeared to be eight feet long while the craft was five feet above the ground. It was then a hatch opened from the port side of the craft, and two men were observed getting out of the object. One seemed to be a military officer (wearing shoulder boards).

The uniforms appeared to be a blue-gray color. One man wore an officer’s cap and the other an overseas cap. The men both wore "Russian or military type styled boots”. The officer appeared to be holding a sack or bag which the other man filled it with handfuls of soil. At that point, the two men re-entered the craft, closed the hatch and then took off. The observer believed the hatch and landing gear were somehow hydraulic. The craft was on the ground for no more than 5 minutes. A whining sound was heard, and he looked from where the sound was coming.

All he noted was three crafts hovering above the landed object. When the craft took off, it left at a 70-degree angle rendezvoused with the other three, and they all had a sudden burst of speed over 600 miles per hour that appeared to then go as fast as 1,600 to 1,900 miles an hour. Each craft ascended at a fast rate until they were out of sight. Two of the three crafts were stainless steel in color. A third appeared to be a "bluish" cast.

He further described the objects as being 80 feet in length and 45 to 50 feet in width resembling a "wing section of an airplane." The thickest part appeared to be 8 to 10 feet at the deepest part. He estimated the weight to be 40 to 60 tons. The objects had no

external propulsion (no engines seen), so he believed it was internally controlled. He relayed the story to the Research and Development section of the Navy at Washington, D.C. The notes in the file state the observer had been AWOL from the Navy out on disability. The conclusion, on the card for the file, was unreadable except for the phrase "other psychological." [clxix]

Comment | Clearly this object was something from beyond. What wing shaped object has no propulsion and weighs 40 tons? Furthermore, what type of individuals jump out and collect soil samples?

Number of Saucer Landings in 1954
Dr. J. Allen Hynek and William T. Powers

In the year 1954, Dr. J. Allen Hynek's assistant, William T. Powers, calls our attention to some landing statistics. In a letter to the prestigious journal 'Science" in 1967, Mr. Powers produced some numbers in regards to "saucer landings." It states:

> **"Over 200 world-wide landings were reported for the year 1954...many with occupants...Over 100 witnessed by more than one person. In all these sightings at least 624 persons were involved, and only 98 of these people were alone. In 13 sightings, there were more than ten witnesses for each."**

Hynek was making a point, that is for some reason, these objects are landing on U.S. and European soil.

UFO Landing | White Sands, New Mexico: In September 1956 two Air Force Colonels observe the landing of a spaceship at White Sands. According to author Timothy Good, the '*Santa Anna Register'* reported in the early morning hours; several military personnel saw a domed, disc-shaped craft land at the White Sands Proving Ground. Witnesses included two Air Force Colonels, two sergeants, and base personnel. The object touched down then took off.

CIA officials and Air Force personnel were have said to have interviewed the witnesses and sent a message to the Pentagon stating that the object was "definitely not any type of aircraft under development by the US or any foreign terrestrial power." If this story is true, it was not located in the Blue Book Files. [clxx]

UFO "Took Off" | Holloman Air Force base employees watched UFO take off: The following UFO case is not in Project Blue Book. It is believed this case remains classified "Top Secret" in Government archives. We are thankful for several local newspapers and the research group A.P.R.O. that provide us with the information below.

Around 6:35 am on November 29, 1956, a base employee waiting for a bus for Holloman Air Force Base reported seeing a big fluorescent UFO hovering over the Holloman Air development center. According to the observer:

> **"It was like nothing I'd ever seen before. It was a big object and had a fluorescent glow in a light moon yellow hue. It seemed to start up slowly from ground level, then travel up very fast, then slow down again and so on until it disappeared to the north."**

"A few minutes later (6:40 am) a classified missile was fired at HADC. Air Force Public Information officials were quoted as saying they presumed the flying saucer was seen several minutes before the launch was most likely a missile."

The fact the witness observed the UFO ten minutes before the launch of the missile indicates this case could be about an extraterrestrial craft "investigating our missile launch capabilities" as U.S.A.F. Edward Ruppelt stated earlier. [clxxi]

The '*Albuquerque Journal*' shared a female witness said: "it looked as if the object, which was described as large and "disk-shaped," proceeded on a "stair-stepping" course, rising for a time, then traveling ahead, then going upward." This witness said the

sighting occurred at 6:35 am. This event took place 5 minutes before the launch of a rocket at White Sands. [clxxii]

The A.P.R.O. Research group reported that at 6:35 am four people were waiting for a ride to work at Holloman Air Force Base in Alamogordo. The UFO was:

1. “six times the size of Venus”;
2. "disc-shaped";
3. “moon colored”; and
4. "appeared near or over Holloman."

Additional Facts: “the object was first observed near the ground, then started to ascend, leveled off, then began to ascend again, leveled off and repeated the same maneuver until it disappeared. The observation took three minutes.” [clxxiii]

If such object was seen visually, or on radarscopes over Holloman, it is very likely this case, and its contents had to be classified for National Security concerns. If classified, the military report would have been reported through a second reporting channel that General C.H. Bolender acknowledged in his 1969 memo.

Such an unusual craft landing or taking off before a classified rocket launch would be perceived as a national threat. If viewed as a national threat, the case would have been "classified."

Furthermore, since all U.S. AEC facilities and Military installations at the time had sophisticated camera's tracking UFOs, any photograph(s) of this UFO would also be located in classified files.

The question I am asking, is why keep this file a secret after 62 years? If the cold war is over, and we know this event happened, whats the big deal?

UFOs descend | Blue Book | Loring AFB, Maine: On May 26, 1957, around 2:00 pm a large rectangular object with six to seven smaller objects descend over Loring Air Force Base, Aroostook County, Maine.

The massive rectangular object appeared to descend in a controlled stabilized manner while the smaller objects fell in a

fluttering motion. The UFOs were silver in color and had some red. This event was observed for 6 to 8 minutes from the ground by five members of various Bomb Squadrons, many from the 42nd Bomb Group.

The Air Force interviewer considered each witness had credibility. The area was searched by helicopter where the objects were believed to have come to rest. According to Air Force summary the UFO sighting was considered "authentic."

A Teletype message went to COMAF 8 Westover Air Force Base (MA), CONCSAC OFFUTT Air Force Base NEB, COMADC Ent Air Force Base (CO), COMATIC Wright AFB (OH) and DI-USAF Washington (DC).

The Air Force was unable to determine any final conclusion for reasons of "insufficient data for evaluation." One comment in the file stated: "objects have the hallmarks of detached auroral streamers" – part of aurora borealis." No other information was in the file. [clxxiv]

Comment | Missing from the Air Force file are the individual witness statements and final reports. All four witness statements should have been in the file. Also, we see no final report from the Helicopter pilot of what was seen or not seen. This seems to be an incomplete report. We also find no request to obtain these statements. It is my opinion this case should have been an "unknown."

240-foot diameter disc | Clovis, White Sands, New Mexico: According to Major Keyhoe, on November 2-3, 1957 at 8:00 pm Mr. Odis Echols owner of Station KCLV witnessed a "strange glowing object speeding southwest." Then in Texas, a few hours later Sheriffs in Levelland reported multiple cases to the Air Force.

Around 3:00 am on the 3rd, a large round device came down at White Sands. Major Keyhoe reports; The object, “obviously under intelligent control, slowly descended towards the north tip of the White Sands rocket proving grounds.”

It was reported to Army Intelligence Officials that Corporal Glenn H. Roy and Pfc, James Wilbanks who watched the UFOs cautious descent. According to the officers the object came down to 50 yards

off the ground. The UFO hovered for three (3) minutes. In their words: “It stayed there three minutes, giving off a brilliant reddish-orange light.” “Then it came to the ground fairly fast.” “It looked like a completely controlled landing.”

The UFO was between 240 to 300 feet in diameter. The officers then stated after a few moments it took off climbing rapidly out of sight. In their minds they thought;

“It was a controlled machine from outer space.”

Then later that day, two observers, Robert Toby (GOC observer) and Cameraman Russell B. Day (CBS-TV) witnessed the same large craft at Deming, New Mexico.

Then at 8:00 pm, another event occurred at White Sands Proving Ground. A second Army jeep patrol with SP3 Forest R. Oakes and SP3 Barlow sighted a strange object hovering 50 feet above the ground. The report to officials also stated the UFO was approximately 300 feet long.

To them, it was shaped like a thick projectile with a distinct bright glow. As before, the object after a few moments took off at a 45-degree angle and disappeared. During this time, Major Keyhoe reported sightings were occurring in Colorado, Texas, and Illinois. Just a Day later November 4, another large craft appears near Alamogordo. [clxxv]

Comment | I was not able to find the above case in the project blue book files. If this event occurred, why were they excluded? Is this another case of files being secretly recorded elsewhere and held “Top Secret”?

Missing Landing Case from Blue Book (Classified?)

UFO at Missile Range | Holloman Air Force Base, New Mexico: On July 14, 1959 an Air Force Officer and Wife witness a UFO over the missile range at
Holloman Air Force Base, New Mexico.

Around 10:00 pm a Sergeant and his wife observed a UFO over the missile range from 30 to 45 minutes during a dust storm. In looking to the west, they noted three white lights in the heavy dust. The Sergeant assumed it was a plane coming in for a landing. He believed the aircraft was in trouble. Though the middle light was steady, the outer lights were wobbling.

As the UFO approached almost overhead, they realized they did not see a plane but some "strange object." It was flying in a west to east path moving slowly. The bizarre object then turned north into the 30 to 35 mph winds and disappeared slowly ascending into the sky.

They noted when the UFO was overhead it appeared to hover for fifteen minutes. They both agreed, they heard no engines, it flew too slow and ruled out helicopters. The Sergeant was a 12-year veteran with the Air Force and stated the colors were not correct for a conventional craft. [clxxvi]

UFO approaches Car | Blue Book | 15 miles west of Las Vegas, Nevada: On July 17, 1961, about 15 miles west of Las Vegas, a civilian couple (Mr. and Mrs. Knox, husband and wife) spotted a round grapefruit shaped object.

Mr. Knox described the UFO as being "larger than any aircraft" he knew. The color of the object was green and appeared to be encased in a flame. Knox was traveling on a gravel road when he observed something approach his auto from behind. The altitude was estimated at 1,000 feet above the mountainous terrain.

The UFO then "stopped, turned around, orbited three minutes" then descended behind the peaks. Knox noticed a wind was created by the UFO when in front of his vehicle and orbiting.

The wind from the UFO "forced the moving auto approximately three feet backward." This wind blew a new auto fan belt off the pulley, and some unknown element caused the radiator water to boil. Another fact was during its orbit; the "UFO brilliance lighted entire areas comparable to daylight." It was after the craft's descent, Observers said “green glow and steam, was observed above the peaks another fifteen minutes” when observers departed.

According to the interviewer, Mr. and Mrs. Knox was considered reliable and "visibly disturbed during reiteration of the sighting area." Air Force investigation revealed a balloon was launched and a Boeing 707 was in the sky at the time but did not account for the UFO sighting. No military flying activity in or out of Nellis AFB could account for the UFO. Further investigation led to a team being dispatched to the area determined the landing site.

“No significant Beta / Gama radiation was noted in the area.” It was further stated that “since flying / meteorological activity noted at the time of the sighting does not correspond to UFO operating area and characteristics, consider this UFO to be a powered flight vehicle of Unknown origin and purpose." Further, another reference was given that the event on May 11, 1961, was in the general area of the operation of another UFO.

A Teletype report was sent to ATIC Wright Patterson AFB (OH). Further update in the report showed the UFO “stalled the automobile engine; lights flickered” and his battery was almost dry the next day. The observer's wife revisited the area and found a scorched section of earth measuring 1,500 feet in diameter, where the UFO landed.

The team investigated this area after the wife found the scorched area. One final comment made in the file was that the male observer admitted he had consumed substantial alcohol before and during the event. The Air Force then stated, "reiteration of events cannot be credited as entirely accurate or factual." The Air Force concluded this was "other" probably aircraft flare. [clxxvii]

UFO stops at Electrical substation | Nevada: On April 18, 1962, at 7:30 pm one such event, among many occurred in front of hundreds of witnesses with an explosion over Nevada that to some appeared to be a nuclear event. Frank Edwards retells the story from “*Fate*” Magazine.

“It all began when a Stead Air Force Base officer admitted an unidentified flying object landed near an electrical power substation at Eureka, Utah.” In his words:

“The Air Force spokesman at Stead Air Force Base admitted that the object (UFO) had landed and that the power substation had not been in operation during the forty-two minutes the object was on the ground near it. He also told newsmen that the presence of this object had not been admitted to newsmen until the power station was in operation again – after the object had left.”

Air bases in Phoenix and Stead field at Reno, dispatched Jet interceptors which pursued the object with Air to Air missiles when the object exploded over Mesquite Range Nevada. A NORAD Colonel in Colorado acknowledged to reporters, the UFO was tracked on Radar across the country and was determined not to be a plane, meteor or missile. [clxxviii]

UFO approaches Radar Station | Twin Buttes, California: During Summer 1962 a fellow Air Force person along with 12 engineers at an ADC Radar Installation witnessed a UFO "watching them." According to Paul Cerny, Chairman of NICAP's San Francisco Subcommittee, related a story he heard from a fellow stationed at the North Valley military facility:

“There were 12 engineers and technicians at a radar installation on top of a low mountain called Twin Buttes in California. It was in the summer of 1962. A UFO approached their installation and began circling it. The engineer who first told me of the incident said that the UFO circled just like a Piper Cub airplane would. This was in broad daylight, and apparently, the object was observing the radar station.”

“It was a double-sided disc, like two bowls put together, and it was a silver-coin color. There were no windows or anything else visible. It was about 50 feet in diameter, and was only a few hundred feet away-very close.” One engineer grabbed his 35 mm movie camera-he had been taking pictures of missile launches –and started shooting. He shot 90 feet of color film. Two days later the Air Force

came up there and confiscated the film." [clxxix]

Zamora Egg craft landing with Occupants | Blue Book | Socorro, New Mexico: On April 24, 1964, Police Officer Lonnie Zamora witnessed the landing of a UFO at Socorro, New Mexico. The policeman followed the craft to its landing site and observed what he described as two of its occupants standing beside the ship.

The ship was in the shape of a silver colored “egg” or elliptical body with three or four landing gear. The object had an insignia on its side in the shape of an upside-down V with a line splitting the V.

Figure 28 - Illustration of the Egg-shaped craft at Socorro

The official US Air Force reported this case as "Unsolved." A statement by one Air Force officer stated:

> **“There is no doubt that Lonnie Zamora saw an object which left quite an impression on him. There is also no question about Zamora's reliability. He is a serious police officer, a pillar of his church, and a man well versed in recognizing airborne vehicles in his area. He is puzzled by what he saw, and frankly, so are we. This is the best-documented case on record, and still, we have been unable, in spite of thorough investigation, to find the vehicle or other stimuli that scared Zamora to the point of panic.”**

According to NICAP, the event occurred at 5:45 pm. The Craft left wedge-shaped imprints and scorched foliage at the site. This location was 15 miles northwest of White Sands Proving Ground. [clxxx]

The APRO investigators visited Officer Zamora to discuss the sighting and noted as first he was reluctant to discuss the sighting. They were informed that Captain Holder of the Army contingent at

Stallion Site instructed Officer Zamora not to discuss the markings on the ship he had seen at the site.

When APRO called Captain Holder on this point, he mentioned the reason for secrecy was to determine if future sightings were genuine. It was further revealed the FBI had contacted Officer Zamora and was informed not to discuss the “little green men” to newsmen. According to APRO, this was the only “censorship” they detected during the investigation. Officer Zamora reveals more facts:

1. Officer Zamora saw the object no farther than 450 feet away. To him, it first appeared as an overturned car standing on its end;
2. Officer Zamora then saw what appeared to be two children or small adults that were in white clothing (body suit?);
3. Officer Zamora heard metallic banging noises;
4. Officer Zamora heard an ear-splitting roar, which filled the air and the object began to "kick up dust";
5. As the object ascended at a low angle, it made a high-pitched sound “whining” as it was at 20 feet altitude. It then left;
6. Officer Zamora and Officer Chaves could see several clumps of grass were burned. The FBI came to the scene and confirmed the impressions left by the craft;
7. Officer Zamora stated: The individuals were startled to see him (Zamora) and ran around the other side of the craft. Zamora was equally surprised and ducked down near his car.

Researchers visiting the scene were quick to point out the scorched earth, the leg impressions of the object on which it rested and the ladder imprints from the occupants. The Air Force files contain photographs of the landing site and charred ground. [clxxxi]

Comment | There is much more to read in the May Issue of the APRO bulletin found at the Openminds.Tv website. The other thing

that seems apparent is that both "visitors and humans" are afraid of one another.

Gallegos Egg Craft Landing | Blue Book | LaMadera, New Mexico: On April 26, 1964, at 1:00 am the Air Force described the incident as "Other – Fire in Dump."

Orlando Gallegos of Santa Fe witnessed a UFO near his father's home a few days after the Lonnie Zamora sighting. According to the reports in the file, the object rested on the ground no farther than 200 feet away from the observer.

The circumference was estimated to be 14 feet long and had a ring(s) of blue flames emitting from jets from its underside. According to the observer, his family was too afraid to come out and observe the object.

State police came in the next day and noted the rocks were cracked at the landing site and a bottle had been melted from the objects heat. Green brush from the areas had been set afire from the objects heat.

Four depressions and unusual "paw prints" resembling a mountain lion were also seen. The object had no windows was egg shaped like a "large butane tank." An unusual statement shared that the unusual paw prints were also found at the Socorro sighting days earlier.

According to the Air Force and Police, the charred area was 20 feet in diameter. The observer continued with the fact no noise was emitted from the craft, and the blue flames turned off during the landing on the gravel road. He admitted he did not see anyone or anything around the object at the time. Gallegos' wife later stated he husband as "badly shaken."

The witnesses did the right thing by contacting the state police and Kirtland AFB to report the incident. The Air Force did not have investigative notes in their files on this sighting. The cover card suggested the individual had been following the Socorro sighting and had been drinking at the time. [clxxxii]

According to the *'Santa Fe New Mexican'* paper, depressions were found that could have been made by fixed landing gear. The

UFO Investigator from Kirtland Air Force Base was called to the scene to prepare a report to the State Police of his findings. Odd shaped burns from the craft were seen at Vallecitos creek bank along the Petaca Road. [clxxxiii]

Comment | This is the first time; I had heard "paw print like" foot displacements were found at two different sites. The other thing I find very unusual was the very fact, the air force conducted an onsite investigation, however, nowhere in the file was the report found. Why was this report kept confidentially?

Other Missing Landing Cases (Classified)

Egg UFO landing | Holloman AFB, New Mexico: According to Carol Lorenzen, on April 30, 1964, a B-57 Bomber Pilot yelled: “I’ve got a UFO" over the loudspeaker at Holloman AFB, New Mexico.

The ‘*APRO Bulletin*,' the Aerial Phenomenon Research Organization, confirmed the above statement was heard over the speakers. The crew of an RB-57, a few miles away from San Antonio, radios the control tower that a white egg-shaped craft was resting on the ground. One of the pilots stated the egg-shaped object appeared to have the same markings as those mentioned in the Police Officer Zamora case. The big question is what are the chances that an egg-shaped craft with the same markings on its Hull would be observed within a few days of each other? [clxxxiv]

Figure 29 - B-57 Bomber, Courtesy of the U.S. Air Force [clxxxv]

Updated information on the Case:

According to APRO, the pilot was engaged on a mission in a B-57 (see below photo) near Stallion Site, San Antonio, New Mexico when he saw some object. The transmission went as follows:

B-57 Bomber Pilot to Control Tower Transmissions

B-57 Pilot: "I'm not alone up here."
Control Tower: “What do you mean?”

B-57 Pilot: "I've got a UFO."
Control Tower: “What does it look like?”

B-57 Pilot: "It's egg-shaped and white."
Control Tower: “Any markings?”

B-57 Pilot: "The same as the one at Socorro."

The Pilot then stated: "I'm going to make another pass. After the bomber made the turn and came back over the area, he radioed the following: " It's on the ground." After this, all communications ended and photo crews were alerted and placed on standby. APRO mentioned they contacted Radio station KALG whom they had the information from a Ham operator listing into radio frequencies of the bomber. [clxxxvi]

UFO Lands near North Lawrence, Ohio: On May 17, 1964, between 9:00 pm and 9:30 pm, several witnesses reported a UFO over North Lawrence, Stark County and Burbank, Wayne County, Ohio. These people said the object was moving "erratically" from east to west making a whirring sound. The craft changed from orange to white as it picked up speed.

At 9:10 pm, one observer in Wooster, Wayne County stated the underside was round and gray with greenish-white light being visible from three different "ports." The observers noted a greenish mist vapor was moving with the object. They also stated the UFO changed from orange to white in color while is made a whirring sound. Police also reported radio transmitters failed. One witness

observed the UFO hovering over the local fire department then moved off. The object appeared to land, and the next day radiation levels were tested using an ion chamber was noted to be higher. [clxxxvii]

Updated information on the Case 1:

Regarding Mrs. Frank Brakefield, the fire department chief said that she observed the UFO make a landing in a field just west of North Lawrence on Sunday (15th) at 9:30 pm. She described the object like a giant round ball, flashing on and off from orange to crystal white as it passed overhead. [clxxxviii]

Updated information on the Case 2:

Regarding Mrs. Brakefield, she was with her two daughters when she observed the UFO. According to the Fire chief, she was "scared to death and still is." Chief Hodgson said she described the UFO as a large, round ball, flashing on and off from orange to crystal white as it passed overhead. Mrs. Brakefield said the object made a landing in a field just west of North Lawrence. Hodgson described Mrs. Brakefield as a quite reliable witness not giving to make up stories. He added: “I know da-gone well that she saw something.”

The fire chief reported the sighting to the FAA at Akron-Canton Airport. The Wooster barracks said a similar round ball, changing from orange to crystal white with two bright lights on it sighted by a man residing on Route 5 between Wooster and Smithville. The object was seen over the area for 45 minutes to an hour, north of Wooster. [clxxxix]

UFO lands | Blue Book | Dale, Indiana: On June 14, 1964, around 9:00 pm an eighteen-year-old male observed a UFO at Dale, Spencer County, Indiana. The observer reported the object looked like the size of a basketball. While watching TV, he saw a bright flash of light outside his window. Just at that time, the power went out.

When looking outside, he observed this object hovering off the ground no more than 50 feet. As he walked toward it, he felt a tingly sensation. The UFO then lifted off over the barn and left. He then noticed the smell of sulfur or burned rubber. According to Raymond E. Fowler, Police Chief L. Musgrave could also smell the odor a quarter of a mile away. NICAP and the US Air Force investigated and found a scorched area about the size of a dinner plate. This size of impression was surrounded by three shallow holes in the shape of a triangle.

The Air Force files indicate this case was a hoax, after an investigation by Bill Powers of Northwestern University. [cxc]

Updated information on the Case:

The Air Force investigated this landing spot and retrieved a small piece of metal. The paper stated: "When examined under a Jewelers glass, the metal appeared to be grooved on the surface, like a walnut." No other information was revealed in this case after the reported metal being found. Is this remaining portion of this case now classified? [cxci]

UFO lands | Blue Book | near Brunswick Naval Air Station, Maine: On February 16, 1966, around 8:30 pm several observers reported a UFO over Brunswick Naval Air Station in Showhegan Cumberland County, Maine.

According to the Showhegan police department record, both Dow Air Force Base and the Federal Aviation Station in Augusta confirmed radar tracking of the object. However, then according to the UFO investigator magazine, Dow AFB stated the Radar picked up "ground clutter."

The description was that of a "pancake-shaped" object, 25 feet in diameter and 8 to 10 feet thick in the center. The UFO had a big white flood light in the middle of the thing. It was also noted the object had red, blue and green lights around the edge of the object which flashed erratically. The disc appeared to be spinning at 10 RPM. The object emitted no noise as it descended. The descent was

made of abrupt stops and starts and hovered. The starts were "very fast."

The UFO then came down towards the road, appearing in front of a parked car at 150 feet in altitude. Another car came along and passed the observers automobile. When this happened, the UFO ascended up about 20 feet. The unusual craft hovered for 3 hours.

This UFO was then said to disappear into trees and bushes in which it landed. A second UFO appeared and joined the first which had a smooth power sound. It was said to be grayish in color. The observer sketched both UFOs in the report to the Air Force. One appeared like a traditional disc and the other more round like a planet or Sphere (ball). She mentioned the second UFO was circling the disc shaped UFO.

Then the observer noted a plane flying towards the local Air Base. The speed of the UFO was five times faster than the plane. Both UFOs landed, the first 3 miles away and the second 1 to 1 and ½ miles away. When asked if she had seen a UFO appear before she mentioned yes in September of 1965 at Auburn, Maine.

The observer writes a handwritten encounter of the two UFOs and explains how they drove to the location of the landing site. It appears in this case, they remained in their car as they observed the objects on the ground (after they landed).

A Teletype report went to ADC Ent Air Force Base (CO), 26 AIR DIV Stewart Air Force Base (NY), ATIC Wright Patterson Air Force Base (OH), USAF Washington (DC), Secretary of AF SAF IS Washington (DC). The Air Force card suggested the planet “Jupiter” caused one item to be seen, and the other was not concluded for "insufficient data for evaluation." [cxcii]

Comment | Have you ever seen the planet Jupiter land on earth?

Sheriff saw UFO | Blue Book | Ann Arbor, Michigan: On March 20, 1966, between 8:30 to 12:05 pm Sheriff McFadden reported seeing a UFO in the Ann Arbor, Washtenaw County areas. He first saw the object north of his location and believed it to be a radio tower beacon. He arrived there and determined it was not a

beacon light. He relayed the object was the size of the back end of a truck and as bright as a radio beacon light. TSgt David N. Moody traveled to Ann Arbor to speak with the Sheriff and obtain copies of the ‘Ann Arbor News’ for March 20-22, 1966.

The UFO above depicts the UFO seen by Police witnesses at Dexter, Michigan.

The story began when seven patrol cars were dispatched to the Manner Farm to investigate the UFO sightings. Dr. J Allen Hynek calls the Air Force after hearing the news of the UFO landings and sightings on an NBC broadcast.

The Air Force declared ‘swamp gas’ caused the sighting. [cxciii]

27-foot-long UFO near Electric Substation | Connersville, Indiana: On October 4 and 5, 1966 around 5:00 am, two young men observed a UFO in Connersville, Fayette County, Indiana. The first observer was delivering newspapers in the neighborhood and saw a group of lights in a nearby field. He believed these lights were near an electrical substation.

On the morning of the 5th, the two boys were delivering the newspapers and saw the objects but north of the area the day before. The APRO investigator revealed the boys were looking at a dark object with lights some 280 yards on the ground in a field. The boys said they smelled the odor of sulfur and heard a "whirring sound."

The boys then heard a sound that scared them, so they got on their bikes and headed back home fast. One boy stated: "I could hear the sound of breaking weeds and it sounded like a person walking, not a four-legged cow." The other observer said; "It sounded like a person walking slowly."

They continued with other statements: “I was scared, and my heart was pounding. I had cold chills up my spine, and we didn't slow down until we got to Vine Street."

He further stated: "I finished the rest of my route fast that morning, I felt like something might be watching me." The other observer said: "I was too scared to care if I made a bad throw at a porch with a paper.” “I felt like something out there may have seen

us". When the APRO investigator asked them where he was looking for the danger, the boy said: "Everywhere – ground or air." In closing out their statements; one observer stated:

"It was eerie, and I felt like something that was there that shouldn't be."

The boys having seen a car at a distance believed the strange craft to be 27 feet long and 10 feet high. The UFO had at least eight red, white and green lights. Indentations in the ground suggested some trilateral legs may have been used to support the craft on the ground. Each point was said to have been under great pressure.

The APRO investigator's Mr. Worley, pointed out the landing site was 180 yards from an electrical substation and 340 yards from high-tension power lines. The location was two blocks from the State Police antenna and WCNB Radio Antenna less than a mile away. [cxciv]

Civil Defense Director Van Horn Blasts Air Force Reveals 60-foot UFO landing and hovering objects

On October 13, 1966, according to the Van Dorn Hillsdale County, civil defense director a number of facts were not well known to the public of recent UFO sights in Michigan. While speaking to the local Rotary Club on Thursday, he mentioned several reports that came to light. Mr. Van Dorn, according to the '*Hillsdale Daily News'* these were:

1. One woman hearing her dog bark during the night looked out her window to see a craft settling in a field. Investigators went to the location and recorded a 65-foot diameter impression in the 'matted down' field.
2. Four women in North Adams-Jerome had a craft orbit their car. This object was said to affect the performance of their vehicle as they tried to press the accelerator and was able

to travel at 20 miles an hour. The four women then got out of their car and ran to a nearby house occupied by another five persons. It was then all nine people looked to see a vehicle hovering around the barn.

Mr. Van Horn submitted a 24-page report disputing the swamp gas theory as reported by Dr. J Allen Hynek. To this day the report was not disputed by the US Air Force or Dr. J Allen Hynek. [cxcv]

75-foot diameter craft lands on highway | Blue Book | Minnesota: On January 25, 1967, around 4:30 to 5:00 am Mr. Howard Lenz of Howard Lake, Minnesota saw a 75-foot diameter object land on a highway in Minnesota.

The UFO extended a tripod arrangement for the landing. The object was 25 meters in diameter and 10 meters high. Howard Lenz stated the UFO made a loud whirring noise while he was in the truck. It was reported that Lenz saw an elevator descend from the underside where an average sized man wearing a tight-fitting suit and a glass helmet stepped out.

According to Jacques Vallee, the witness stayed in his car and locked himself in as he watched what transpired. The observer stated the man "seemed to be checking something out" before leaving. The man walked around the entire ship then departed. The Air Force could not come to a conclusion as a result of "Insufficient data for Evaluation." [cxcvi]

Chapter 8: UFO speeds

UFOs are so fast; most people will never see them as they have been tracked at speeds of 10,000 mph. The U.S. Air Force, in 1952, requested the procurement of special highspeed cameras be placed on military buildings, nuclear stockpile buildings, and nuclear plants to catch the saucers as they flew by. These high-speed cameras could then break down the photograph frames to analyze the UFO in striking detail.

UFO speeds detected

The following records reveal UFO speeds recorded by Military and Civilian radar equipment. In each case, the equipment was determined to be in working order. The radar evidence confirms the crafts can move at slow speeds, hover or attain excessive speeds. The following is a small sample of these extremes.

Date	Location	Speed	Number of Objects
4/24/49	White Sands, NM	**17,000 mph**	1 (150-foot object)
5/29/50	White Sands, NM	**2,000 mph**	Two large objects
9/10/51	Fort Monmouth, NJ	**1,500 mph**	Several 30-foot objects
9/21/50	Provincetown, MA	**1,500 mph**	One object
10/21/51	North Truro, MA	**2,000 mph**	One object
10/22/51	North Truro, MA	**2,700 mph**	One object
7/25/52	Washington, DC	**7,200 mph**	One object
7/26/52	Washington, DC	**2,600 mph**	One object
7/17/56	Otis AFB, MA	**2,400 mph**	One object
12/19/64	Patuxent, NAS, MD	**7,200 mph**	Two objects

The radar reports showing similar or higher speeds have not been released to the public. The radar tracking records from Andrews AFB during the Washington 1952 flyover remain classified today.

Blue Book Cases

1,300 mph | Blue Book: On July 7, 1947 between 10:30 and 11:00 pm Lt. Colonel James O. Cobb (Army Air Force) in his Arlington, Virginia home observed a white blob the size of a small airplane (30 feet long), reflecting white light at less than 500 feet above the ground. The UFO was traveling at 1,300 miles per hour and heading towards Alexandria. He further stated the UFO had the appearance of reflected white light, almost a cool, bright white light with no red in it. He acquainted the color of the UFO to the moon on a clear night. The object left no trail in the form of smoke, fire, or sparks. [cxcvii]

1,500 mph | On July 17, 1948, seven UFOs were reported over San Acacia, New Mexico. The characteristics of these objects were: 1) They traveled in a "J" and "L" formation, 2) they were at 20,000 feet, 3) there was no smoke or vapor trail, 4) the speeds they traveled at were estimated at 1,500 miles per hour. [cxcviii]

12,600 to 18,000 mph | On February 15, 1951, a UFO was tracked on Radar off the coast of South Korea. “Chief E.H. Hopper tracked a UFO first appearing to starboard side of a Navy Patrol Plane at a range of 30 miles. The UFO was moving in excess of 12,000 mph”. [cxcix]

1,800 mph | On August 25, 1951, around 9:10 pm in Lubbock, three professors, teachers from Texas Technological College, Lubbock, Texas, were having an informal Saturday night gathering in the backyard of a professor Robinson's Lubbock home on 24th Street. Seen by hundreds of people in the Lubbock Texas area, successive formations of about thirty lights each raced silently across the sky at an estimated 1,800 mph at 50,000 feet. According to *‘Flying Saucer Review’*– Carl Hart Jr. took photographs of the objects. [cc]

1,500 mph | On February 8, 1951, the crew and passengers of a Navy R5D aircraft experienced a UFO over the North Atlantic. “When the object moved away from us, it made no turns, as though it was backing up about 170 degrees from the direction that it approached us, and was still tilted. It was only a few seconds before it was out of sight. Speed estimated more than 1,500 mph." [cci]

2,000 mph | North Truro (Cape Cod) tracks UFO speed at 2,000 mph: October 21, 1951, at 11:18- 11:22 pm an unidentified target was picked up on the Plan Position Indicator CPS-6B radar set at North Truro. The returns were "sausage-shaped," and the target was moving on an ESE course at a speed of approximately 1800 knots (2,071 mph) at an unknown altitude. Air Intelligence Information Report, IR-47-51E states, the possibility remains that the object may have been an unconventional flying object. The following notes from this case are as follows:

1. The Air Force evaluation of this sighting led to this case being labeled "Insufficient Data" and believed that meteors could not be ruled out. The report noted no "temperature inversion" occurred during the time of the sighting. The Air Force later indicated it is doubtful that these sightings would be meteors as they were tracked for four (4) minutes (too long for a meteor).
2. In the Air Intelligence Information Report dated November 1, 1951; the observer at the Truro Radar station stated: "the returns and the appearance of the track substantiate the probability that these radar "pick-ups" may have been that of an unidentified flying object, rather than some radar interference or malfunction." Lt Colonel, Bruce K. Baumgardner USAF Director of Intelligence, approved this report and comment.
3. The report was forwarded to the Commanding General Air Material Command at Wright Patterson AFB. [ccii]

Faster than a Jet | Fort Monmouth, New Jersey: On September 12, 1951, at 3:04 pm the tracking of a fast UFO occurred at Fort Monmouth, New Jersey. According to Captain Ruppelt's book, a student operator was giving a demonstration to a group of visiting officers. In the explanation taken from his book, the operator was about to demonstrate the "automatic tracking, in which the set is put on a target and follows it without the help of the operator. The set could track objects flying at jet speeds. The operator spotted an

object about 12,000 yards southeast of the station. The UFO was flying low toward the north. He tried to set to automatic tracking. He failed, tried again, failed again. He turned to his audience of VIP's, embarrassed."

Note 1: The operator then states to the audience: “It’s going too fast for the set,”.....“That means is going faster than a jet”. A lot of very important eyebrows lifted. What flies faster than a jet?”

Note 2: Ruppelt confirms, "The radar technicians at Fort Monmouth had checked the weather, there wasn't the slightest indication of an inversion layer." Twenty-five minutes later the pilot of a T-33 jet trainer, carrying an Air Force major as a passenger and flying at 20,000 feet over Point Pleasant New Jersey, spotted a silver colored, disk-like object far below him. The observer described the UFO as 30 to 50 feet in diameter and was descending toward Sandy Hook. [cciii]

Note 3: At 3:15 pm, “they got an excited, almost frantic call from headquarters to pick up a target high and to the north, which was where the first “faster-than-a-jet” object had vanished. They had to pick it up in a hurry. They got a fix on it and reported it was traveling at 93,000 feet. They also could see it visually as a silver speck. What flies 18 miles above the earth?”

Note 4: The reports went to various higher-level reporting centers such as Wright Patterson AFB, Washington D.C, including the Director of Intelligence.

Lt. General C.P. Cabell conducted a meeting with several individuals including Lt. Colonel Rosengarten and a representative from Republic Aircraft Corporation (representing U.S. Industrialists and scientists).

According to Ruppelt's book, the meeting did not go well. Officers were concerned that the events unfolding "didn't exactly follow the tone of the official Air Force releases-many of the people weren't convinced that the "hoax, hallucination, and misidentification" answer was quite as positive as the Grudge report and subsequent press releases made out." The meeting ended when one attendee, picking

up a copy of the Grudge Report and slamming it back down on the table stated: "And who released this big report anyway?" [cciv]

2,700 mph | Blue Book: On October 22, 1951, between 7:30 am to 7:32 am local time, radar operators detected an object on a course west and then to the south of North Truro. The speed of the object was 2,400 knots (or 2,761 mph). The Air Intelligence Information Report states: "The individual echo returns, and the appearance of the track, substantiate the probability that these radar "pick-ups" may have been that of an unidentified flying object, rather than some radar interference or malfunction." The Air Force could not come to a conclusion based on “insufficient data” for evaluation. [ccv]

4,000 mph | On August 7, 1952, at 7:51 pm an American Naval aircraft took off for a routine night training flight when the pilots soon encountered a UFO over North Africa. After the encounter was over, an attempt was made to estimate the speed of the UFO, and it was computed that the thing exceeded 4,000 mph. [ccvi]

2,000 mph | Blue Book: On June 25, 1954, around 5:05 am an experienced private pilot flying a Navion light plane at 6,200 feet altitude, observed a UFO over Indian Lake, Logan County, Ohio. The object was described as being silver or aluminum round in shape having a flat bottom, raised front edge, inverted cone on top. The UFO had a diameter of 40 feet and was flying at 12,000 to 15,000 feet in altitude. The object moved at an estimated speed of 2,000 miles an hour, then stopped to hover.

The UFO finally made a high-G pull-up and then a steep climb into the overcast. The observer stated: "He couldn't have withstood the G's." Radar at Dayton, Ohio airport, tracked a high-speed target (1,980 mph) at the same location. The observation lasted approximately 3-5 minutes. The report stated: Mr. Mark also mentioned:

> **"The object reacted exactly as if it was listening to his radio transmission." The Air Force concluded the object was "unidentified." [ccvii]**

U.S. Navy Guided Missile Program

On January 16, 1957, Admiral Delmer S. Fahrney, former head of the Navy's guided missile program is quoted as saying:

> **“No agency in this country or Russia is able to duplicate at this time the speeds and accelerations which radars and observers indicate these flying objects are able to achieve... there are objects coming into our atmosphere at very high speeds.”**

He also states: "Reliable reports indicate there are objects coming into our atmosphere at very high speeds and controlled by thinking intelligence." [ccviii]

6,000 mph | Blue Book: July 16, 1957, between 1:56 and 1:58 pm the USAF ADC radar station 865th ACWRON, Las Vegas AFS, Angel Peak, Nevada, tracks an incoming UFO at excessive speeds.

The scope operator, using radar, tracked an inbound UFO speeding along at 6,200 mph when it "stopped abruptly" and "remained stationary."

This occurred north of Grand Canyon, then target headed outbound at about 7,000 mph before disappearing.

Target responded to encrypted military IFF transponder signals and transmitted encrypted responses. The Air Force concluded Electrical Interference caused the tracking. [ccix]

1,686 mph | December 12-15, 1957 beginning at 5:45 am at least 13 witnesses observed a very bright light in the sky to the SSW over the Sea of Japan. The object was tracked on radar and seen through binoculars. At 6:22 pm a scramble was ordered and two F-86D's took off from Misawa AFB. Site P-45 assumed control of Subway Red (F- 86D) at 6:22 pm (1829 hours) and immediately was vectored toward the object. The object was tracked on radar at speeds ranging from 94 mph to 1,686 mph.” [ccx]

4,000 mph | On October 2, 1962, 2:00 am aboard The USS Franklin Roosevelt Aircraft carrier, radar picks up an incoming object closing in on the ship at 4,000 mph. The target disappears from the scope and then reappears. This object then hovers near the ship witnessed by many Naval officers and personnel. Harry Jordon, a

crewmember adds the incident into the ship's log. The commander of the vessel orders the UFO entry to be taken out of the ship's log. This story is carried on a History Channel documentary. Note, this is not the only time the Aircraft carrier FDR had a UFO appearance in 1958, the crew witnessed a UFO, those involved were transferred off the ship to different assignments. [ccxi]

14,000 mph | Blue Book: On June 25, 1963, around 4:06 am, an individual at Fairfield University writes a letter to Pentagon Project Blue Book to state he witnessed a UFO. The individual who had World War II Signal Corp ground observer training and former pilot states he saw an elongated unconventional object at a high altitude.

The UFO had a "pulsating white or glow" effect. The UFO came from the West heading towards the East and had no sonic vibrations and cleared the horizon in two minutes. The observer stated the object traveled 2 to 3 times faster than the speed of the satellites he recently observed. He also admitted a few years earlier he witnessed three UFOs over Long Island Sound.

The Air Force classified this sighting as “Aircraft and misinterpretation of a conventional aircraft” and not a Satellite. [ccxii]

Comment | If an object traveled at 2 to 3 times that of a satellite its speed would approach 14,000 mph. This speed would rule out Echo 1, the U-2 aircraft and the X-15 Jet aircraft. So, what did this former ground observer see traveling across the sky?

6,000 mph | On January 5, 1965, two UFO incidents occur this day of noted importance. According to Major Keyhoe, at Wallops Island Virginia a huge flying disc flashed over the NASA station and was tracked at a speed of 100 miles a minute (e.g., 6,000 mph). In the next state over, the Navy reported radar tracked two UFOs over the Naval Air Test Center. One of the objects made a sharp turn at 4,800 miles an hour. [ccxiii]

Note: Were these two events linked or separate events? To know that we need to know the times reported, the direction they traveled, the descriptions, radar reports, etc.

9,600 mph | In August 1965, the Air Force radar base on the Keweenaw Peninsula reported it tracked several unidentified flying

objects across Lake Superior at speeds approximating 9,600 miles per hour."

Comment | Though Frank Edwards was able to bring us this story, I was unable to find it in the Project Blue Book files. I suppose it was left out of the Air Force files and recorded elsewhere as a result of the fact the U.S. government recorded the speed, and it was faster than any jet, plane or craft man could build at the time. By the way, this is not the only time flying saucers have been seen over Lake Superior, in March 1960 two men notice saucers over the Lake. This case was classified as "Insufficient Data by the Air Force" (NARA-PBB85-871). Others seen in 1953 were classified as "Inversion Effect" or "radar interference." [ccxiv]

Moving at Mach 3| March 2, 1967, between the hours of 10:25 a.m. - 1:30 p.m. two radar observers plotted twenty (20) silver objects by radar blips at a 7-mile altitude near White Sands Proving Ground. The military invoked a news blackout. Twenty-nine people reported seeing one or more objects in groups. They were silver and saucer-shaped objects. Intermittent unexplained radar targets were observed during this time. [ccxv]

Another statement in the NARA files indicates one object was traveling around the field at speeds up to Mach 3 at 80,000 feet. The Radar unit suggested the excessive speed was the result of radar noise. The Radar scope also indicated at one time there were (3) three objects moving around at the same time. One object was traveling on a level flight path. The Air Force suggested the radar noise was caused by Radar chaff being dropped from an aircraft in the vicinity at the time. Another suggestion raised was a possible imbalance of the Azimuth Servo System on the radar. This imbalance caused the interpretation that the object was traveling around Holloman on a 37 miles radius. This was later proven incorrect. [ccxvi]

The APRO Bulletin mentioned some of these objects were traveling in circles at 20,000 feet, and then suddenly disappeared. Most of the objects were tracked on Radar. The witnesses, who did not want to be identified, mentioned the UFOs were 20 in number,

disc-shaped and silvery in color. Radio Station KALG at Alamogordo, contacted the base and was told any information would have to come from the Pentagon. When contacting the Pentagon, no information was given. [ccxvii]

12,000 mph |On October 24, 1969, a Chilean Navy destroyer was heading to towards the sea when at 12:43 am its radar picked up a large target at 400 miles.

“Because of the "object's" speed, the operator suspected a malfunction in his equipment. In the next minute, the contact was approximately 150 miles away closing from 331 degrees of true north. However, the operator and officer in charge during the late-night duty (an officer of second-class rank) speculated that the contact was a "plane flying southeast" --but at 213 miles in a minute: 12,780 mph!” [ccxviii]

Chapter 9: Impossible Maneuvers

If you have ever been to an Airshow, you have seen some great feats performed by our Blue Angels and Thunderbirds. It is a great privilege to look at the pilots execute fantastic movements in their F-15, F-16 and F-18 jets.

In this chapter, we discuss how UFOs have maneuvering capability that our own Jets do not have. We know UFOs can hover, speed along at excessive speeds and stop on a dime. Our jets, though spectacular in design are unable to match the UFO capabilities.

Astounding Maneuvers

UFO approaches Military Jet | Blue Book: November 18, 1948, between 9:45 to 10:03 pm a USAF pilot and his ground crew from Andrews AFB observed an oval- shaped device approach their plane performing "astounding maneuvers." When the pilot flashed his landing lights at the object, it streaked away. The glowing object reportedly put on bursts of speed. A second jet pilot also confirmed the sighting as well as the local ground crews. The UFO was "whitish-grey in color and oval in shape." The object could travel 80 mph up to 600 mph displaying multidirectional or omnidirectional flight, with vertical maneuverability and was highly evasive. [ccxix]

UFO shoots into Space

UFO at Winslow, Arizona: On April 5, 1950, around 8:45 pm Mr. E. M. Odom, his family and Mrs. Blanche McEwen saw a strange object in the sky over Winslow, Arizona. Mr. Odom said;

“A brilliant white light with an outer aura of reddish haze clung to the craft as it zig- zagged about, and then with a tremendous burst of speed, passed over Winslow. Instead of disappearing over the horizon as an ordinary plane would do, this strange object shot into outer space, and the light gradually diminished until it, seemed to blend with the stars.”

Mr. Odom reported an entire absence of sound; It seemed to have the "ability to hover, perfectly still for a moment, and then shoot straight ahead with a tremendous burst of speed." At the time, he said, it would dart sideways and then, resume its general course. Mr. Odom said he felt that one thing is sure:

“It was not any of the conventional jet planes as we know them,
but more probably visitors from outer space.” [ccxx]

“It took a sharp turn”

Nahant Coast Guard spot 2 Saucers | Blue Book: On July 23, 1952, between 2:15 and 2:18 am a seaman on watch at Nahant Coast Guard Station observed two bluish-lighted saucers. The objects were approximately five feet in diameter, appearing as flat, disc-shaped objects having no aerodynamic features. The UFOs moved without sound or exhaust trail at speed faster than a four-engine airliner. The UFOs were traveling at an altitude of 1,100 to 2,000 feet. When they were at a distance of approximately 1 and ½ miles from the point of observation, the UFOs executed an extremely sharp turn, described by the observer to be similar to the path of a ball bouncing off a wall.

Figure 30 - Illustration of discs executing sharp turns - like balls bouncing off a wall

The UFOs traveled side by side during the entire sighting. The UFOs were close enough that the witness said, if they had been conventional he would have seen wings and tail. The witness also said the maneuvers executed by the UFOs could not be duplicated by conventional aircraft. Another seaman confirmed seeing the objects.

The report was sent to Air Material Command, Wright Patterson Air Force Base. The Air Force said: “no existing conditions account for this sighting.” [ccxxi]

UFO moved like a Pendulum

Otis AFB personnel observe UFO | Blue Book: On October 10, 1952, at 6:30 pm three USAF personnel at Otis AFB witnessed a blinking white light move like a pendulum then shoot straight up. The following notes were found in the file.

1. The report was sent to Director of Intelligence USAF Washington, Air Technical Center Wright Patterson AFB, ADC ENT AFB, Colorado, EADF Stewart AFB, NY, and others.
2. According to the report, the object appeared as a blinking white light that flew upward and then started a pendulum-like action for 20 minutes. It then shot straight up at a terrific rate of speed. The object made no noise and showed no means of propulsion.
3. The object was observed visually from the porch of airmen’s barracks at Otis AFB, Falmouth. Names of observers were Richard W. County, James M. Barren and Edward P. Robinson. [ccxxii]

UFO had no wings

Disc | Blue Book | Williams Air Force Base: On March 31, 1953, around 2:00 pm at Williams AFB, Arizona, a pilot employee

was flying at 175 miles per hour, 16 miles west of Williams AFB on approach to Phoenix when he observed a UFO.

The object was silver, round, flat (disc) and fast. The object moved so fast the observer stated: "due to extreme speed we were unable to determine just what size it was." They did determine the craft "had no wings."

The pilots were flying straight when the UFO approached from his right side (as if on a collision course). It then performed a 90-degree mid-air turn towards the tail section towards the south. The object was perceived to be three feet or larger in size but was unsure. The witness was a former Mechanic in the Bomb Squadron for the Air Force during World War II. The Air Force concluded this object was a "Balloon." [ccxxiii]

Impossible G's

Sergeant in Bomb Squadron reports UFO | Blue Book | Tucson, Arizona: On April 15, 1953, at Tucson, Arizona between 9:45 and 10:10 pm four separate sightings occurred and reported over Tucson.

The first object a "light" reported resembling the speed of a shooting star. It approached at a high altitude heading from south to the north then slowed down and headed to the northwest.

A second object followed the same course, however, was brighter and assumed to be lower in altitude as it was brighter.

The third object was a C-47 taking off at 2159 hours heading for Travis AFB (California) in the Northwest location.

The fourth object was orange and bright as the second also heading in the northwest direction. Each sighting lasted from a few seconds to three minutes in duration. The witness, a Sergeant with the 358th bomb Squadron with the 303d Bombardment Wing at Davis Monthan Air Force Base and his wife, observed the sightings while laying on their backs watching stars in their yard.

The main witness, a CFC Gunner for the B-29, said no sound was heard from the objects. Each object was orange or orange-red with flickering lights. One object made a 280-degree turn without

skidding. The only thing the witnesses could compare this to would be a "flying saucer."

Each object was believed to be traveling more than 1,500 miles per hour and believed the UFOs were more than 100,000 feet in altitude. In the witness's own words: "It must have pulled impossible "G's" because they were suddenly on a course 280 degrees from the last heading making it impossible to tell when the turn started and when it finished, it did not seem to be affected by inertia at all."

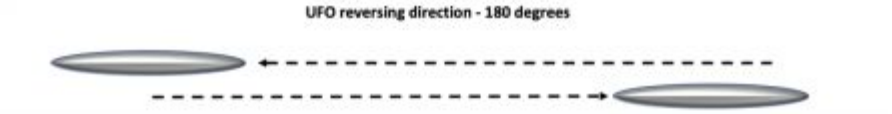
"I have observed aircraft in many flight phases and never saw any aircraft with this performance." The Air Force concluded three of the four objects were "Unidentified." [ccxxiv]

180 degree turn at 2,400 mph

UFO | Blue Book | Cape Cod: On July 17, 1956, Otis AF Jets responded on two separate aerial events. The events are as follows:

At 11:42 pm a USAF jet fighter pilot witnessed a white-yellow circular object that reversed course. Air Force declared this event as having "Insufficient Data for analysis." However, the report mentioned the UFO, had a "larger than normal radar target," with a fast acceleration of speed.

The object made a 180-degree turn in less than six seconds as well as increase and decrease speed in a matter of seconds.



The UFO was tracked on radar at a rate of 2,400 miles per hour. It was observed for 4 minutes until it completely disappeared. The report went to the usual offices: Wright Patterson AFB, ENT AFB and Director of Intelligence AF, Washington. (NICAP.org 1956)

Comment 1| In this first sighting, clearly an object that is traveling at 2,400 mph and makes a 180-degree turn is something that is not a natural phenomenon. By classifying this as "Insufficient data," the Air Force avoided counting this event as an "unidentified flying object" which drove down the reported statistics. In my

research, I noticed this practice repeatedly used over the 20 years Project Blue Book was in existence.

In another related event the same day. The jets scrambled after a second Unidentified flying object. The OTIS AFB notes mentioned the speed of the object was comparable to the EC 121. It was further suggested the object appeared at times to reverse course without any means of banking or turning. The OTIS Air Force report stated it was most likely an "Astro" sighting. This object was observed for 40 minutes.

Comment 2| In this second sighting, other than the sun, planets, moon or balloon, I am not sure anything can be seen in the sky for 40 minutes. Meteors and Comets are gone from eyesight in less than 2 minutes. A balloon would usually follow the air currents and be in another region of the United States after 40 minutes. Any object that appears to reverse course would seem to be something other than an "Astro" event. For the readers, the EC 121 was a United States Navy and Air Force early warning radar surveillance aircraft. The known speed of the Lockheed model was a maximum of 299 miles per hour. [ccxxv]

Near Vertical Climb

Cigar ship with Windows | Blue Book | Mesa Arizona: On April 8, 1958, at around 7:45 pm, two men observed a UFO over Mesa, Arizona. The Object was zooming from the North to the South, dipped low over Mesa and then disappeared as in a near vertical climb (ascent).

An unusual orange colored light came from what appeared as the object's windows. According to the observers, the shape of the object was "oblong" (cigar shaped), with orange lights coming from rectangular windows.

It had the brilliance of a falling star when first seen. The object made a rapid descent to 2,000 feet above Mesa, then pulled up in a steep climb heading southwest and "accelerated even faster in the climb." The Air Force confirmed according to CAA (Phoenix) no other

planes or balloons were in the area. They did state a classified mission could have been carried out in the vicinity at the time.

The Air Force concluded the object to be "possible aircraft." The Air Force also commented; "it is apparent the two observers are "saucer" believers. As if to discredit the people that provided the information on the sighting. [ccxxvi]

Comment | The fact that the object “accelerated even faster in a climb” is almost impossible even with humanmade jets today. The sheer fact it descended, to 2,000 then accelerated at near vertical climb at increasing speeds in 1958 would kill most pilot because of the G-forces. I believe the Air Force conclusion is not correct.

It stopped and reversed course

West Hartford, Connecticut | Blue Book: On May 3rd and 6th, 1960 a former Air Force person and a Jet Engine Testing person at Pratt and Whitney experimental department observed a strange craft for 10 to 15 minutes over West Hartford. The UFO was an oblong “luminous” body of red and green with a bright white pinpoint. The red and green lights flickered. They first sighted the object from the car when they noted the movement of a "Star."

The UFO headed from the West then stopped, then dipped and then rose. It then reversed course heading in an eastern direction, stopped, turned very red and disappeared. On the second sighting, at the same location, he noticed the same light traveling parallel to the ground or in an arc above the horizon. The object seemed larger than the first sighting. It moved eastward then disappeared.

The Air Force report was prepared and sent to ADC Ent Air Force Base (CO); 26th AIRDIV; AMC Wright Patterson Air Force Base, (OH); OSAF USAF Washington and COFS USAF (DC).

The Air Force ruled out Balloons, Satellites and Natural phenomena and believed this to be a possible aircraft. The flickering lights were considered running lights. [ccxxvii]

UFO jumps as it moves

Stamford, Connecticut | Blue Book: In a letter written to NASA, Washington, DC dated November 8, 1972, an individual stated that around 6:30 pm on the 17th of October while viewing the sky he observed a bright shining object moving across the sky from North East to North West in Stamford.

The UFO appeared to "jump as it moved." It moved across the sky then turned and came back to the first spot he saw it. Then the witness noted two more objects coming from different directions converging to "more or less forming a triangle." "They remained together for about half a minute then the first object started back on its North-Westerly course, while the other two parted, one going North and the other south. [ccxxviii]

Maneuvers that would kill a man

UFO at Holloman Air Force Base |Blue Book: On April 5, 1948, during the afternoon several witnesses at Holloman AFB (NM) including Mr. Olsen a trained balloon observer from the Geophysics Lab section watched the erratic moving gray/white object complete a large loop after its descent.

The object then soared upward and disappeared suddenly. Two witnesses stated the UFO was:

1. “very high”;
2. “moved faster than any known aircraft”;
3. “possessed a rounded, indistinct form and”;
4. “disappeared “suddenly” rather than fading away.”

Judging from the violent maneuvers, which were performed at a high rate of speed it was not a balloon, and not manned. The second observer Mr. Chance witnessed two objects where one went straight up, and the other disappeared to the west. This observer stated the color was that of a golden hue.

Mr. Johnson watched one of the objects make three vertical loops and upon completion disappeared in a broad arc to the west.

Mr. Johnson stated it was not a balloon and the UFO was silent (no audible noise). No signal or atmospheric sound was heard on the 400-meter receiver to which he was listening at the time. The Air Force in its early report ruled out Balloons, as all three witnesses were "balloon experts." Also, this was ruled out as an astronomical event. The Air Force concluded: "at the moment there appears to be no logical explanation for this incident." [ccxxix]

Up and down and side to side

UFO at Holloman Air Force Base | Blue Book: On January 6, 1950, around 10:30 pm Russell O. Womack Jr., Detachment Commander, OSI at Alamogordo and six other Airmen observed a star-shaped object. They observed this object for 45 minutes and noted its color would change erratically from green to red.

The observers said the object appeared bigger than Venus. It cut along an East to West direction and moved erratically up, down, to the right, and to the left as it maintained its course.

No exhaust was noted. The night was clear; the object appeared "as a light." No propulsion was noted, no air ducts could be seen, and no noise accompanied the UFO. The airbase tried to get a fix on the object with a theodolite; however, it was noted some obstruction between the theodolite and object prevented this.

Radar did not pick up the object, and the Air Force pointed out no testing devices were sent aloft at the time of the observation. Womack worked for the Office of Scientific Investigation. The Air Force concluded the witnesses saw "Canopus." [ccxxx]

“UFO gets behind Jets”

Disc at Los Alamos: In August 1952 a newspaper printed; "The Air Force spokesman said today an "unidentified object" had been reported flying over the Los Alamos (NM), atomic energy installations."

According to the article, the Air Force stated this event happened on Tuesday. Ground observers watched a metallic disc in

the sky for 20 minutes and reported its erratic speed and high altitude. Three jets fighters were launched to investigate, though the pilots did not see the object, one ground observer said the UFO made a 320 degree turn to "get in the rear of the fighters." [ccxxxi]

Zigs and Zags

UFOs at Sandia Base: On May 5, 1954, an article shared two men working on a survey team on Tuesday reported a strange flying craft zigzagging in the sky, which then came to a stop over Sandia Base, New Mexico. Then they watched as the object shot straight up and disappeared. Three minutes later they reportedly heard jet engines and believed the planes were in pursuit of the UFO. Kirtland AFB denied any aircraft launched at the particular time of the sighting but confirmed two other practices runs during the day. [ccxxxii]

Comment | To play down the Jet UFO chases, which became common in 1952, the Air Force would use the term “practice runs” as a cover story for such encounters.

Acting like a bunch of Kids

UFOs over Andrews Air Force Base: On July 20, 1952, the CAA tower counted ten objects over Andrews Field. After observing the objects in action, Harry Barnes commented that these objects: "They (the UFOs) acted like a bunch of small kids out playing."

At times they moved as a group or cluster. Other times the UFOs acted as individuals over widely scattered areas. Harry Barnes final assessment was: “For six hours on the morning of the 20th of July there were (at least) 10 unidentified objects moving over and above Washington. They were no ordinary aircraft. I could tell that by their movement on the scope”. He continued:

> **"I can safely deduce that they performed gyrations which no known aircraft could perform. By this, I mean that our scope showed that they could make right angle turns and complete reversal of speeds of flight."**

"Nor in my opinion could any natural phenomenon such as shooting stars, electrical disturbances or clouds account for these spots on our radar." [ccxxxiii]

In another report Captain "Casey" Pierman of Capital Airlines stated, "They were like falling stars without tails." As Captain Pierman observed the objects were "traveling with tremendous vertical speed – racing up and down- and then suddenly changing pace until they seemed to hang motionless in the sky." The Air Force admitted; No planes were sent out in an attempt to intercept the objects, and no sightings were reported by "Operation Skywatch." [ccxxxiv]

UFO circles RB-47 Bomber

UFO plays with RB-47 Strategic Bomber | Blue Book: On July 17, 1957, on the same day as an American Airlines close encounter with a UFO over Texas, an Air Force RB-47 strategic bomber was also followed for one hour by an unidentified flying object. According to the records, a UFO appeared out of nowhere off the Gulf of Mexico and began to pace the RB-47 strategic bomber for a distance of 700 miles over the states: Texas, Oklahoma, Mississippi, and Louisiana.

Major Lewis D. Chase and copilot Captain James H. McCoid was in control of the RB-47. The equipment onboard the RB-47 showed:

“Whatever was emitting the signal flew in a ring around the RB-47, flying at approximately 500 miles per hour.”

The RB-47 made a scheduled turn to the west over Jackson, Mississippi and the crew was preparing to begin a series of simulated ECM operations against Air Force ground radar units. Suddenly the pilot, Lewis Chase, saw a light rapidly approaching from the left, at approximately the same altitude as the RB-47.

Figure 31 - Boeing RB-47 Stratojet - Strategic Air Command | [ccxxxv]

At first, Chase thought it was another plane, but then realized it was only a single white light, closing fast. He gave the command to prepare for evasive maneuvers, but the light flashed in front of the plane so fast he was unable to respond in time. Chase and McCoid were flabbergasted when the UFO suddenly disappeared (the light blinked out) at a point to the right in front of the aircraft.

The time of this aerial encounter occurred around 4:10 am over Winnsboro, Louisiana. Then 29 minutes later (4:39 am) while over Duncanville, Texas, Chase spotted the large light to the right front of the RB-47. This time the object was about 5,000 feet below the aircraft's altitude of 34,500 feet.

The weather was perfect, so the lighted object was seen. Then one minute later at 4:40 am, McClure reported two signals, at 40° and 70°. Now Chase and McCoid looked out and affirmed seeing red lights at those locations. Curious about the lights, Chase contacted radar Station Utah at Duncanville, Texas and requested permission to abandon his flight plan and pursue the unknown objects.

At 4:48 am, the radar station at Utah requested the position of the signals that McClure was receiving, and they immediately confirmed that their radar had detected unidentified flying objects at the same location.

Chase and McCoid in the RB-47 attempted to pursue the object when all of a sudden, the UFO stopped dead in mid-flight as if waiting for the bomber. Chase could see that they were gaining on the bizarre lighted object and before they knew it, they overshot the

thing. Four minutes later at 4:52 am the UFO "blinked out," and simultaneously vanished from McClure's scope and ground radar!

Chase in pursuit put the aircraft into a port turn, and the object suddenly appeared, "blinked on" again, simultaneously reappearing on McClure's scope and the ground radar. They once again began to close to within 5 miles of the object, when it suddenly dropped altitude to 15,000 feet and then blinked out again!

Once again, as the UFO disappeared it vanished from the scopes and ground radar. At 4:55 am, Chase realized the bomber was low on fuel and radioed the Utah radar station that they had to break off pursuit and continue with their scheduled flight plan.

Despite the flight characteristics of the unknown object being highly suspicious the Air Force concluded the airmen must have witnessed: “American Airlines flight No. 655. [ccxxxvi]

Comment | I find the fact these two cases interesting. There are many conflicting issues in this case, which point to this object being something other than a DC-6. Here are some thoughts;

1. The American Airlines plane being flown in the first case was a DC-6. The Douglas DC-6 is 100 feet long and has a wingspan of 117 feet. It is true the Boeing B-47 Stratojet bomber was similar in size being 107 feet long and having a wingspan of 116 feet.
2. The first case suggested American Flight No. 665 most likely encountered another American Flight No. 966, which also makes sense as both planes were probably the same size.
3. However, the fact this flying object circled the RB-47 bomber several times at 500 miles an hour several time points to the fact, this object was not a plane. It was something else – and not a balloon!
4. If it was, in fact, an American Airlines and it turned on, and off it running lights, the Captain would be violating CAA rules.

5. If this were an airliner how would it vanish from the radarscopes on the RB- 47?

So many questions were not addressed in the Air Force report. Keeping with Pentagon orders and protocols it now seems very likely these files were “classified” for national security reasons.

Chapter 10: UFOs and Auto's

We know UFOs have been chasing cars since the 1950s. We do not have a total tally of the number of cases in the United States; however, many of the best examples are in local newspapers. In this chapter, we will explore cases from Project Blue Book, those reported in local newspapers and that of UFO research organizations.

A UFO approached a Car | Springfield, Massachusetts: The '*Springfield Union'* published an article on April 18, 1950 in which it was reported that two Springfield, Massachusetts Technical High School students witnessed a 'Flying Saucer' above Beckwood Boulevard, at approximately 8:15 pm on April 17, 1950. The witnesses described the incident to the '*Springfield Union'* as follows:

"The two students were traveling on Beckwood Blvd., in a car when they spotted a red object approaching. The object appeared to be two discs not visibly connected but with reddish hew between them. It appeared that one disc was following the other. The discs were described as having a bottom section 'the shape of a slice of baloney,' approximately six feet in diameter and a convex top approximately four feet in diameter."

"The UFO was moving up and down through a distance of approximately twenty feet." One witness stated the UFO was emitting what he thought to be sparks and was making a weird whistling noise. He stated that he pulled his car to the side of the road to avoid a collision. It was then the UFO approached to within one hundred feet of his car. After several 'hops' in the air, the object ascended rapidly, vertically, and disappeared." [ccxxxvii]

Electromagnetic Effects

On November 1953 a trend of electromagnetic effects UFO cases was noted in a concentration around the town of Levelland,

Texas. Dr. James McDonald brought attention to his conclusions in discussion with the Press at a lecture to the American Society of Newspaper Editors in 1967. As the list is quite long, I will share only a few samples of Dr. McDonalds researched cases:

NOTE 1: "At 10:30 pm, came the report from truck driver Pedro Saucedo, who described seeing a blue torpedo-shaped object with a yellow flame and white smoke coming out of its rear. He estimated the UFO was 200 feet long and 6 feet wide. He said it rose from a nearby field and roared low over his truck with a loud, explosive sound, and produced so much heat he got out of his truck and dived toward the ground. 'It sounded like thunder, and my truck rocked from the blast.' He thought it came within 200-300 feet. His truck lights and engine failed while the UFO was in view; after it disappeared, his lights worked perfectly, and he was able to re-start the engine."

NOTE 2: "At Pettit, Texas, 10 miles to the northwest, two grain combines failed as a UFO flew past. “

NOTE 3: "Shortly before midnight, Jim Wheeler reported seeing a large 200- foot elliptical object on the road; as he drove toward it, his car lights and engine failed.

The UFO rose and flew off, and when it blinked off, his lights came back on, and he was able to re-start his engine."

NOTE 4: "At the same time, Jose Alvarez's car lights and the engine died when he saw a glowing, 200-foot UFO nearby. After the object flew away, his lights came back on, and he was able to re-start his engine."

NOTE 5: “At about 12:05 am, college student Newell Wright's car lights and engine failed. He got out to fix them, looked up and saw a glowing, bluish-green, flat- bottomed, oval object on the highway. The object was in sight for four or five minutes. During that time, Wright tried to start his engine, and while the starter made contact, the motor was unaffected. The object disappeared, straight up, and immediately the car lights came back on, the engine started, and then operated perfectly.”

NOTE 6: "At 12:25 am, Frank Williams' car experienced a failure of its lights and engine when a glowing, egg-shaped object appeared

on or near the ground pulsating brightly. When it rose straight up, the car returned to normal. 'When it took off, it sounded like thunder."

NOTE 7: "At 12:45 am, Ronald Martin's truck lights and engine stopped working when a glowing UFO landed and changed from orange to blue-green. He said the glow was so bright it lit up the inside of his truck. The UFO then changed back to orange and took off straight up. The car lights came back on, and his engine re-started by itself!"

NOTE 8: "At 1:00 am, some 17 miles to the north, Fire Marshall Ray Jones reported seeing a streak of light, and at the same time his car lights dimmed, and his engine almost quit."

NOTE 9: "At 1:15 am, James Long, said he saw an elliptical UFO on the road ahead, and when he drove to within 200 feet of it, the lights and engine of his truck died. The UFO then shot up vertically with a sound like thunder, and the lights and engine returned to normal".

NOTE 10: "By 1:30 am, Hockley County Sheriff Weir Clem had heard so many reports that he decided to see for himself. He drove out with a deputy sheriff, and saw a large oval red light, though he did not experience electrical system problems with his patrol car. Years later he said:

> **"The object was shaped like a huge football and had bright white lights. The blinding lights flashed on, it went right over the car and was gone. No living human being could believe how fast it traveled. The whole thing was as bright as day; it lit up the entire area."**

Project Blue Book sent a single investigator to Levelland to check the reports. His explanation, accepted as the official Air Force conclusion, was that: "The major cause for the Levelland case was a severe electrical storm."

The storm stimulated the populace into a high level of excitement. This excitement reflected itself in their reactions to ordinary circumstances, and resulted in the inflation of the stories of some of the witnesses concerning their experiences."

Ten years after these incidents, atmospheric physicist Dr. James McDonald completed a study and determined that there had been no storm in the area, and thus no source of excessive moisture to interfere with the automobiles' electrical systems. With no "severe electrical storm" to "stimulate the populace into a high level of excitement," the official explanation falls apart. [ccxxxviii]

Sphere approaches Car | Blue Book | St Clair County, Illinois: On October 2, 1954, around 7:15 pm military personnel riding in a car observed a UFO over Scott Air Force Base, St Clair County, Illinois.

The UFO was described as round, the size of a baseball at arm's length with the color of pale blue. The UFO appeared to head toward the automobile then make a "vertical climb" and disappeared out of vision. A Teletype message went to the Commanders at ADC Ent AFB (CO), ATIC WAPAFB (OH), TTAF Gulfport (MISS), and ATRC Scott AFB (ILL).

The Air Force concluded the sighting was caused by a possible "aircraft." The Wing Intelligence officer stated a cause of this could be "after-burner of jet aircraft." [ccxxxix]

Comment | Much is missing in the above case: 1) the written interrogation notes of the principal witnesses, 2) the altitude of the object throughout the craft's flight, 3) whether there was any sound being emitted, 4) whether it had any protuberances, 5) whether there were any electromagnetic effects on the car or people inside the car, etc. This was an incomplete report.

Three UFOs followed Car | Blue Book | near Huntley, Illinois: March 2, 1955, a man reported he was followed by three black cylindrical UFOs near Huntley, Kane County, Illinois.

The three UFOs were twenty feet long and black in color. Two UFOs paralleled his car about 5 feet above the terrain and the third craft remained in a perched position at 500 feet.

Each of the space craft had eight red lights with white lights on each end. During the drive, the object on the left dropped behind his car several times then approached the left side of the vehicle. The

cat and mouse chase continued for 10 miles. When approaching a gas station, the object dropped back to a field. By the time daybreak broke the UFOs had disappeared.

A Teletype message was sent to 230th, Air DIV DEF Willow Run AFS Belleview (MI), ATIC Wright Patterson AFB (OH), Director of Intelligence HQ EADF Washington (DC) and 4076th AD WG O'Hare International Airport, Park Ridge (IL). The Air Force concluded the man was suffering from hallucinations and most likely saw a reflection. [ccxl]

A close encounter with UFO | Moose Jaw, Canada: In April 1956 a couple saw a UFO while traveling near Moose Jaw, Canada, not far from Regina. According to the *'Daily News'*:

> **"I saw what I thought first was a falling star...and I thought that in a moment it would be gone. But it didn't disappear, it came right at me up to about 20 feet from the car".**

The witness shared; "It was about 16 feet in length" and "about six feet in depth". The top of it gave off a glow, the color of a fluorescent light tube, while the bottom was a dark grey. I couldn't see the bottom of it until it got close". He then said he could see "shadow-like" objects inside the thing. He then thought he must have fallen asleep and seeing things, so he stopped the car. He then said he got out of the car. Just then: "It shot up into the air about 50 feet and then disappeared."

Still thinking he was daydreaming, he said: "I pinched my face to see if I was asleep." When his wife awoke, he told her she said that he must have been overtired. He refused to tell anyone about it saying: "I didn't want anyone else to think I was crazy." He finally described it as saucer-like in shape with a dome rising from the center. [ccxli]

Electromagnetic Effects | Wilmot, New Hampshire: On January 15, 1957, during the evening hours a UFO reportedly shut

down another car's engine at Wilmot, New Hampshire. It seems that on the night of January 15, 1965, on State Highway 4A, near the town of Wilmot, a UFO hovered at low altitude close to the car of a Mr. Clades W. Knee.

The car's engine stopped. Everything electrical on the vehicle stopped working. Mr. Knee coasted to a halt, put the gear shift into "park," and left the ignition key in the "on" position.

When the UFO flew away, the headlights and the radio came back on, and to the astonishment of Mr. Knee, the engine restarted by itself. To quote Mr. Knee; “The thing that scared me most was when the car started.”

Mr. Knee had garage mechanics check his car thoroughly, top to bottom. The vehicle, a 1964 F-85 Oldsmobile station wagon with just 20,000 miles on it, was in excellent condition. There had been no previous problems with the vehicle's electrical system. [ccxlii]

Egg-shaped UFO stalls car engines | Blue Book | White Sands Proving Ground, New Mexico: On November 4, 1957, a large "brilliant colored egg-shaped object" stalled the engines of 13 cars near Holloman Air Force Base White Sands Proving Ground, New Mexico. The same described object was spotted hovering over bunkers used in the atomic bomb tests.

The egg-shaped craft made no sound, had no vapor trail and was brilliant as the sun. One military patrol over the weekend mentioned another object appeared to be 200 feet long and 75 feet in diameter. What is interesting about this case is that two FAA (formerly known as CAA) officials tracked an elongated object on radar and by sight over Kirtland Air Force Base around 10:45 pm. [ccxliii]

NOTE: Francis Ridge on the NICAP site has extensive information about this sighting. In a nutshell, the luminescent egg, appearing the size of an automobile appeared at an altitude of 100 feet off the ground. It crossed the runways, taxiways and unpaved areas and went towards the control tower. According to the reports it appeared to be standing on its nose, had no wings, no tail, no

fuselage and was elongated vertically. This object was captured on Radar and by visual contact. [ccxliv]

30-foot diameter sphere follows car | Illinois: On November 5, 1957, around 6:30 to 7:00 am a couple near Antioch, Lake County, Illinois observed a UFO. Beacon-News Staff writer, Dick Spenser, interviewed a couple who were scared after seeing the UFO.

“According to the article (two pages long), Mr. Larry Beaman and his wife were near Antioch near the northern lake area when a UFO followed their car. The object supposedly followed their car and then almost landed two blocks away near a school building.” Mr. Beaman reported:

> **"I never saw anything like it before in my life," "I ran back and got witnesses to come to see this thing behind the school, I didn't want people to think I was lying."**

“Around 7:00 pm Beaman was standing on a deserted Illinois highway watching the thing. Television sets in Ringwood began to dim and then lost their picture and sound.”

Mrs. Beaman stated: "I hope it doesn't come back tonight." “While driving, they reported the object was seen looking out the wife's side of the car. It followed their car around 2,000 in altitude. It was a perfect ball-shaped object and pulsated from white to yellow. The thing's light went out several times like a "light bulb" reported the female witness. The two estimated it would remain dark for several minutes then reappear.”

> **“They then pulled over to the side of the road to see if it would reappear. All of a sudden, "it flashed abruptly on and started coming for us."**

“According to Mr. Beaman, it seemed to grow in size. My wife screamed, and I got the car going as fast as I could". He estimated the ball-shaped object to be 30 feet in diameter.”

“As they sped away it appeared the ball-shaped object was going to land behind the school. He drove his wife home and then returned to the scene. There it was bouncing up and down like a yo-yo near the trees.

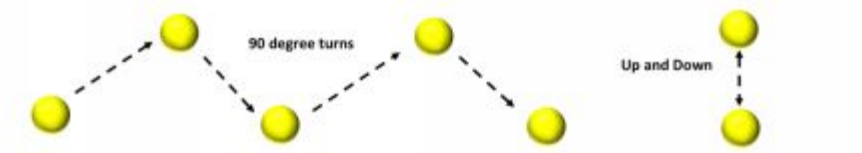


Figure 32 - Illustration of Spheres moving up and down and zig-zag

He was 250 yards from the object. According to Mr. Beaman, you could not watch it for very long as the UFO "looked like a diamond the way it glittered." "Like a welders arc." "You just couldn't watch it."

“Mr. Beaman went back for more witnesses including neighbors and his wife. He said, he was scared and that “a sound like that of water being swished around in a washing machine was constantly around us while it was present.”

“The onlookers mentioned as it approached the ground it took on the appearance of a ball cut in half. They said at that point only the top half glowed. Mrs. Beaman then fainted.”

A neighbor who came said: "When we got there, it was leaving. It looked like a big red light and then turned burnt orange and then finally a purple hue and disappeared towards the southwest.”

> **“When it got up above the trees it became a ball again. Its movements were jerky like. It reminded him of a hummingbird trying to hover for a second or two.” Mr. Beaman ended with: " God knows what it was, but I don't want to see it again."** [ccxlv]

UFO paces Car | Williamsburg, Virginia: This next case comes to us from a report given to NICAP. On March 26, 1958, at 11:00 pm, Hunter Purdie was driving in the vicinity of Williamsburg, Va., when he noticed a light through his rearview mirror. The light was as bright as a headlight but larger.

“My car engine began running roughly, and I looked through my rearview mirror, noticing the light about 50 feet away, gradually

moving closer. I then drove erratically--however, the light followed."

"He watched through the rear-view mirror, and by looking out through the rear window, the object came within ten feet of his car, about 3 feet off the highway. It was about three feet wide and 3 to 4 feet high, circular in appearance."

"The light was diffused and light-orange colored. There was no source for the light,' that is, it was evenly illuminated over its surface."

"This object followed my car down the highway...about ten feet back of the car, three feet off the ground. Speed was approximately 65 miles per hour."

"This episode lasted approximately eight minutes, after which the object 'just disappeared." [ccxlvi]

Missile-shaped UFO alongside a Car | Winsted, Connecticut: On December 16, 1958, two couples on Sunday morning around 1:00 am in two separate cars witnessed a UFO as they drove through Marlborough near Winsted.

The object was "missile-shaped" with no visible windows or lights. According to the article, the object moved parallel to the road and passenger cars near Lake Terramuggus. It was moving at a high rate of speed in a northerly direction and then cut east directly in front of one of the vehicles.

The object appeared as an icy blue color and then changed to a red-yellow as it moved away. As the object moved away from the cars, one observer noted a round white light that appeared to be engine exhaust.

There were no markings on the object. The other car noted a bulge in the rocket ship one-third of the way back. There were no navigation lights. They also stated they heard no sound from the object, though they admitted the heater was on in their cars. Richard Mourey and Tony Lloyd drew a picture of the UFO for the *'Hartford Courant'* newspaper. [ccxlvii]

UFO makes Car hot | Kankakee County, Illinois: July 2, 1960, during the early morning hours a couple at Kankakee County, Illinois

reported a UFO.

"A man and his wife who were driving in the vicinity of Kankakee, Illinois, became aware of an object coming out of the south when the whole landscape was bathed in bright blue light."

"It was so bright you could see well enough to pick up a pin off the highway,' the woman said later. The object in question looked like a ball of fire and passed over the car dragging a trail of bluish light behind it. The couple was so frightened by the object that they speeded up, for the inside of the car was so unbearably hot that they could hardly breathe. Their daughter and her husband who had been asleep in the back seat snapped awake when the heat became so intense. Then the light gradually faded, and the object disappeared into the north." [ccxlviii]

A man chased by UFO in his car | Ontario province, Canada: September 1962 the '*Chicago Sun-Times'* printed a report of a car chase that occurred when he was returning home to Chicago.

"A Chicagoan said Tuesday he was chased for almost two hours by a huge white light while returning by auto from a vacation in Canada last September."

"Howard M. Horwich said he was telling his story now because of news reports that a Wayne County (Illinois) family had been dogged by a similar light last Monday night."

"Horwich said he and a friend, Louis Edelman were driving at night along a deserted road in a forest between Sudbury and Toronto, both in Ontario province, when the light appeared."

"He said it was circular in shape and as large as the car or larger, and it hovered, spinning overhead. It was particularly strange because it seemed to give off little radiance, Horwich said."

"He said he and his companion got out of the car and tried to communicate with it, without success. While they were looking at it, the light shot a strong beam at a passing train for a few moments."

"Horwich said he was fearful of the light and tried to evade it by speeding and making quick stops. The efforts failed, but the light finally disappeared of its own accord, he said." [ccxlix]

Tufts University, Scientist sees UFO | Worcester, Massachusetts: This next story comes to us from the research of Dr. James E. McDonald. On March 1, 1963, the Assistant Provost of Tufts University, Dr. Jack B. Bresler, had a UFO experience while driving to Clark University (Worcester, Massachusetts) in his 1962 Rambler station wagon.

“He kept it to himself for years. He finally told his friend, the famous science fiction writer Isaac Asimov, in the late 60s. Later he said something to Paul Twitchell in 1967 during lunch at Woods Hole. Bresler admitted he had been astounded by the event and was becoming concerned since too many of his scientific friends were seeing odd things. Bresler learned that a scientist, Dr. James McDonald of the University of Arizona, was making inquiries into the UFO problem. Bresler wrote McDonald a letter on Tufts University Letterhead dated August 15, 1967.”

In his letter, he writes: "Although I am still kind of a fence-sitter on the whole matter of UFOs, I am more of a positive fence-sitter and tend to believe something must be happening. My wife and I have discussed my "experience" at length, and she was able to remind me that there was a wingding of a storm on my way back from Clark University. This may affect my report to you." He continues:

“Some time in the early 1960s, I left my home in Newtown late in the afternoon for a scheduled talk at Clark University. On the Massachusetts Turnpike, where there was a general absence of cars and trucks, about halfway to Worcester, I had the following experience”:

1. “The radio went dead for 5-10 seconds”;
2. “A large black shadow rushed in the following direction (see map). It was difficult to tell the size or shape and”;
3. “The car (1962 Rambler) shook violently, and it is "possible" that two-four of the wheels were off the ground at one time.”

"All these took place in less than 10 seconds. After this, the radio came back on, the shadow was gone, and the shaking stopped. The car motor never stopped during this whole period. I pulled over to the breakdown lane and got out. My recollection is that there were no or few clouds. I saw no black clouds. I then proceeded to Clark telling no one of my experience. I have kept this whole thing to myself for a year until other scientists reported other unusual experiences". [ccl]

UFO chased Car | Blue Book | Illinois: The following story represents the NICAP team investigation and several paper articles written about a car chase involving a UFO.

For the full story, I would encourage you to go to the NICAP site and read the team's analysis and newspaper articles. What follows is a short description. On August 4-5, 1963 around 11:30 pm to 12:20 am a UFO chased a car with two individuals for nearly one hour from Mt. Vernon, Jefferson County to Wayne City, Wayne County, Illinois.

Mr. Ronnie Austin and Ms. Phyllis Bruce while coming home from a drive-in movie were heading east when they noticed a bright white round object to the Southwest.

The object followed them home first to Phyllis's house where he dropped her off and then onto his home. The object hovered over his car at 100 feet in altitude no farther than 500 feet in distance.

The object was said to be the length of a car and changed colors from white to orange. When over his car the car radio acted up giving off a static noise while the car engine began to fail. When he arrived home, five other family members saw the object. This case was interviewed in depth by the NICAP Team investigators Francis Ridge, Philip Studler, and James Catt.

The group contacted the Fairfield Police Department and witnesses. In the write up by Francis Ridge, the driver of the car was interrogated by the US Air Force project Blue Book team Lt. Colonel Robert J. Friend and Captain Hector Quintanilla.

Scott Air Force Base was contacted as well as the Deputy Sherriff of the town of Fairfield and believed the two witness and others saw the planet "Jupiter."

One officer stated it was: “three or four times bigger than a star and was moving but not twinkling." A neighbor reported: "It was ten times bigger than the moon and was much brighter than the morning star." Other classifications given to this case were the "moon," a "refueling plane exercise" and "meteor." [ccli]

Updated information on the Case 1:

The above story was also carried in the ‘*APRO bulletin’* and had additional information. The initial incident took place near Mt. Vernon Airport, Jefferson County, Illinois.

The UFO approached the car, then moved back away towards an electronic relay tower. The UFO then shot ahead of their car to the north and east. As the couple arrived at the boy's home, they observed the “strange thing” for 15 minutes remaining at a distance.

The other occupant stated they were driving up to 120 miles an hour during the car being chased (followed). The object turned orange and "plunged toward the car." At one point the couple claimed the UFO was within 100 feet of the car, then veered sharply up and over the car.

The car radio at this point went into a static mode. The two felt they entered an extremely "cool area." The object then swooped one more time over the car and came to a stop to hover over a nearby barn.

The UFO was still orange, but he noted that it turned duller when it was moving faster. The witness confirmed the UFO followed the car all the way to his farmhouse. It then hovered in a stationary position 250 yards to the east. He went inside the home to speak to his father, mother, and sister. They then contacted the Jefferson County authorities to notify the Air Force Base. State Troopers arrived at 12:45 am, and the young man was given a sedative. Neighbors called to confirm they saw a strange light at the same time. [cclii]

Updated information on the Case 2:

The '*UFO Investigator'* mentioned Scott Air Force Base suggested the cause of the sighting was from reflections from an Air Force Bomber as a Tactical Air Defense pilot was on a practice mission in the vicinity. However, on August 16, Scott AFB Officials then stated, the moon being obscured through clouds caused the young man to believe a UFO was chasing him.

However, Physicists from Wright Patterson sent to investigate the event released a statement through a Pentagon Report said the planet "Jupiter" was the cause. Finally, a kite was also explained as a cause. [ccliii]

Updated information on the Case 3:

The Air Force created its file on the above cases stating the following conclusions:

1. The Ronnie Austin case is attributed to the Moon initially to the transference to the planet Jupiter.;
2. Deputy Sheriff and town Marshall observed a meteor;
3. Chauncey Uphoff observed a refueling operation of the 55 Bomb Wing. [ccliv]

Comment |Really? Ever heard of a meteor, the moon or a planet fly over a car and suspend itself in the air at low altitude? This case should have been labeled "Unknown."

Sphere approaches a Car | Blue Book | Penobscot County, Maine: On May 24, 1964, around 9:00 pm two witnesses observed a ball of fire on the side of the road at Millinocket, Penobscot County, Maine. The object was seen in the vicinity of the local lake.

While driving, they spotted this ball of fire on the side of the road where it remained for five minutes. The passengers got out of the car to get a better view of the fireball. They then became frightened and ran back to the car.

At this time the sphere (fireball) seemed to follow them back to the car. The men tried to start the car, but it would not start. The sphere approached within 5 to 6 feet of the car then moved off in another direction. The witnesses stated they were so scared that they almost went through the windshield. They described the ball being 2 and ½ feet in diameter. As the ball approached the two men, it bounced along the way; then when it left, it seemed to "fly or blow" away. The Air Force concluded the witnesses observed "Ball lightening." [cclv]

Comment | I have seen Ball lightening twice in Connecticut. The two objects I saw were astounding to see visually – bright blue in the center and a transparent sphere, surrounding the middle "lightening blue center." Though Ball lightning does exist and known to do unusual things, it seems somewhat strange for the object to approach a car, stop then follow the passengers back to the car. This object was most likely "something else." The file could have been classified as "unknown" or "unidentified." As a side note, I have seen ball light, it never followed me back towards my home. Could this thing have been some small remote-controlled surveillance craft?

UFO Rushed over his car | Terryville, Connecticut: On November 30, 1964, around 11:00 pm a medical official from Terryville saw an unknown flying object with a blinding light descend toward nearby woods. According to NICAP reports, the observer drove into a clearing where the UFO landed. Upon reaching the location the machine took off, rushing over his car. The observer stated:

> **"Needless to say, I was frightened," The UFO disappeared "faster than jet speed, leaving a burned area and landing marks." [cclvi]**

125-foot diameter UFO passes in front of car | Staunton, Virginia: On December 21, 1964, around 5:00 pm Horace Burns was a few miles east of Staunton, Virginia when he saw a UFO.

As Horace was driving, he looked up and observed a large machine descending. The object was described as a giant "top" upside down. His car engine "conked out" as the machine passed in front of his car no more than 200 feet.

Mr. Burns stopped the car and watched the UFO settle on its base in a field 100 yards away. The color of the incredible craft was gray and metallic.

According to the '*UFO Investigator'* magazine, no ports or windows were seen.

However, there was a blue fluorescent band around the base. The object then lifted off the ground up to 200 feet and took off northward. The only sound heard was a "rushing air" as it took off. According to NICAP, Professor E. Gehman of Eastern Mennonite College conducted a Portable Survey Meter to the landing site.

Two Dupont Company research engineers from the Waynesboro Dupont Plant confirmed the area was highly radioactive.

One of the engineers said: "It was a hot area. We spent 45 minutes in the field....this was an accurate reading". Professor Gehman contacted Blue Book. However, it took 22 days to get a team to the site. By then NICAP reported three showers of rain and snow had covered the area. [cclvii]

Updated information on the Case:

According to the '*Flying Saucer Review'*; Mr. Burns was heading to Waynesboro when a vast metallic object came down out of the sky and passed over the road. His car's engine stopped with an abrupt jerk. The object landed in a field and resembled an inverted toy spinning top, some 125 feet in diameter and 80 to 90 feet tall. A dome was on top. The observer could see no doors, windows, portholes or seams.

On December 30, nine days after the landing Professor Ernest Gehman of the Eastern Mennonite College visited the site of the landing with a Geiger counter. The Geiger counter registered 60,000 counts per minute. Mr. Harry, a research engineer, Cook joined the

professor and were able to tell the radiation was the alpha type and not the dangerous gamma type.

On January 12, 1965, two weeks later two Air Force sergeants visited the site with the professor and observed even after snow and rain; radiation readings were still present. According to the Professor, the Air Force personnel attempted to brush off the evidence with the flippant attitude. The Air Force report, dated January 27, 1965, declared Mr. Burns saw no UFO, the site had no radiation, and no landing occurred. [cclviii]

Comment | Wow! – I do not agree with the above conclusion. What a white wash!

Saucer stalls Auto | Blue Book | Enfield, New Hampshire: On January 14,

1965, between the towns of Wilmot and Enfield, Virginia, a newspaper reporter was driving in his car around 10:45 am when all of a sudden, the radio went dead, the lights went out and the engine stopped. The newsman pulled to the side of the road and got out of the car.

He shared: “I looked up and saw a very bright light. It was below the cloud cover-I’d estimate it at between 2,000 and 5,000 feet and looked about the size of a flashlight held at arm’s length, pointed toward your face. It seemed to be hovering overhead for a moment and then took off south toward Mt. Cardigan traveling very fast. It went right across the beacon light flashing on top of Mt. Cardigan.”

He heard a deafening hum, like a high-frequency electrical whine. As the light departed, the high-pitched whine died away, and the car’s electrical system immediately began working again. [cclix]

Executives Cars stopped by UFO | Williamsburg, Virginia: On January 25, 1965, the Virginia State Police reported two separate business executive's cars came to a stop when a UFO approached their vehicles in Williamsburg, Virginia. Though the men were several miles apart, the silver colored craft with inverted top approached the vehicles, hovered then shot off into the sky at tremendous speed. [cclx]

UFO shut down car engines | Portsmouth, Virginia: On August 16, 1965, around 5:30 am a UFO passed over Highway 58 in Portsmouth, Virginia. As it passed over the engines of a dozen cars "shut off" then they restarted a half a minute later. [cclxi]

Woman Faints in a car after UFO chase | Portsmouth, New Hampshire: On September 3, 1965, UFO reports flood the UFO coordinators office at Pease Air Force Base, Portsmouth, at Rockingham County, New Hampshire.

UFOs were being seen in the Exeter area. Public Information officers confirmed the reports were being sent to ATIC Wright Patterson AFB for analysis. One report stated a woman fainted in her car after the object chased her vehicle for 12 miles and departed after she stopped the car.

The article also shared the story of the young man seeing a UFO in a field which was also confirmed by two police officers. In Nashua, radio newsman Arthur Lagios and his brother observed a disc several thousand feet above a field. The two mentioned the object gave off a "humming sound" and presented red and green lights going off and on in sequence. A Pease Air Force officer stated: "We have been getting all kinds of reports, but we don't laugh them off". [cclxii]

Comment | Pease Air Force Base and Dr. J Allen Hynek were instrumental in the investigation of the UFO abduction case of Betty and Barney Hill.

Saucers flew alongside a Car | Blue Book | Rodeo, New Mexico: The following case comes from the Air Force files. Dr. J Allen Hynek investigated this Case.

On September 25, 1965, on the way home one evening a couple noted two white lights dead ahead of their car around 10:00 pm near Rodeo. The sky was pitch black, and there was no moon. They first thought the object was a truck or car coming down another road. However, the couple realized they had already passed the road they thought the car or truck might be on.

They then realized the lights were above the road and thought the lights could be coming from a low flying plane. However, after looking for wing tip lights, he realized it had none.

Fearing a collision with the unknown object, he sped up to 80 mph to get passed where he thought the object would pass behind them. He then became worried as the UFO continued to come toward them, then seemed to go sideways and kept a relative position at right angles to them. The former Doctor of Chemistry thought;

> **“They can’t go sideways and keep up with us." Then the object got so close it lit up the interior of the car. The observer's wife exclaimed: "George, they are going to get us."**

The lights then seemed to be drifting over them and brilliantly illuminated the immediate region. During the interview, they could not "understand why the objects had lost their forward motion and were now going sideways."

“The Walton's were speeding down the road and could not shake the lights. It was then after one minute the lights separated; one went northeast and the other southeast. The interviewer believed they had a definite experience and that this well-educated couple could have mistaken some usual object and had such a traumatic experience.”

No sound was heard; the object was at 50 feet in altitude. Helicopters and Planes were ruled out. This report was sent to the Secretary of the Air Force in Washington, the Aerospace Division at Davis Monthan AFB (AZ), Wright Patterson AFB (OH) and other locations. The Air Force came to the conclusion the sighting was "Unidentified." The Air Force asked Dr. J. Allen Hynek to visit the couple to determine whether a sighting was legitimate. [cclxiii]

A man drove under UFO | Southington, Connecticut: On October 7, 1965, ‘*Hartford Courant’* writers Robert F. Murphy and another newsman John K. Atticks III covered the story of a possible

landing of a flying saucer. A young man by the name of Ronald Rubenstein around 1:25 am witnessed the craft, he shared: "this thing will make all kinds of lights" at Mount Vernon Road and Prospect on Saturday night in Southington.

Then the next evening (Sunday) around 10:00 pm at the same location he witnessed an object that was two and a half car lengths long. The observer mentioned it was hovering 50 feet above his car as he drove under it. "It had a corrugated bottom," the witness declared. As he looked back, he watched it took off and appeared to land on the mountain about a mile away. He told reporters the object had many lights on the bottom and a white one went from "bright to dim." He also said, the other colors "blue and bluish green." On top of the saucer, he noted "a dome with four porthole type lights." Finally, the following night (Monday) he witnessed the same object heading toward the mountain again. [cclxiv]

Colossal UFO with a dome in front of car | Westport, Connecticut: On March 14, 1966, Reid MacCluggage of the '*Hartford Courant'* describes some events taking place in Westport over the previous weeks.

On March 14th, about 9:00 pm Miss Barbara Butterfield had just picked up a friend (Linda Formolli). "As they traveled on Boston Post Road, they both saw something in the sky. It was a bright red ball above the trees. Before they could stop the car, it disappeared. Then they picked up another friend (Phyllis O'Dea) and shared what they saw, Phyllis laughed."

"Then down the road, Barbara screamed. Hovering 100 feet over the car was the saucer with red and white lights flashing. Suddenly it turned white and "just whizzed away." At 11:30 pm as Miss Butterfield approached Southport Center near the New Haven Railroad Bridge. It was then the saucer dropped from the sky and hovered an inch or two off the road in front of her car."

> **"I slammed on the brakes. I thought I had hit it. I don't see how I could have missed it. But it just took off."**

She explained later in reports the saucer was huge; it covered the road and part of a parking lot. She also described it having red and white flashing lights and it "had a flat bottom and a dome." This story was then later brought to John Fuller's attention a columnist for The Saturday Review, who wrote the book "*Incident at Exeter*." He also published the story in Look Magazine "*Outer Space Ghost Story*." [cclxv]

Man shoots at 60-foot diameter UFO | Blue Book | Bangor, Maine: On March 23, 1966, around 11:50 pm John King shot at a UFO near his home in Bangor, Penobscot County, Maine.

In a New York publication, it was reported Mr. King unloaded his weapon hitting the object four times. As soon as his last shot hit the thing, it took off skyward. His statement was that; "I could hear the elderberry bushes scrapping as the thing came toward me."

“Further reports state the individual was driving in his car where he saw a yellowish elliptical object with a textured surface hovering just off the ground near the road.”

> **“The object had rotating lights resembling windows, and emitted a soft electrical humming sound. When the object moved toward him, the motorist's car lights dimmed and his radio stopped playing.”**

“The frightened witness took a pistol from his car, and when he fired it, the object glowed brightly and took off at high speed, making a "zinging" sound like the recoil of a spring. A UPI story confirmed that according to police the witness Mr. King was visibly shaken when he shared his story with police. The police investigated the area of the sighting and found broken bushes and an "impression" on the terrain. [cclxvi]

Updated information on the Case 1:

In another publication, the ‘*Biddeford-Journal’* the John King Case revealed that when he saw the object, it was above the trees.

He then rubbed his eyes, and the object moved toward him at about 200 feet. He then ran back to his car retrieved his 22-caliber pistol resting it on his arm on the car and fired two shots. He mentioned the UFO was about 100 feet from him at the time. He also said as it left the objects lights reflected off a pool of water. He then fired two more shots as it took off and disappeared. [cclxvii]

Updated information on the Case 2:

'*The UFO Investigator'* reported that Mr. King was able to see some form of metalwork with small like ribbing on the side through the yellow-orange color. He mentioned the object moved side to side, then toward him "like a tank." It was at this point Mr. King "accidentally fired his pistol. He then admitted as the object came closer, the car lights dimmed and the radio stopped playing. Fearing for his life, Mr. King fired the third shot. The UFO, in return, suddenly glowed brightly and took off at tremendous speed. Mr. King admitted later he heard a slight humming "electrical sound" coming from the object. [cclxviii]

UFO hovers over Road | Westport, Connecticut: On June 11, 1966, at 3:45 am a disc-shaped object, like two plates one on top of the other, buzzed a car and hovered over the road in Westport. The UFO had a dome on top and was equipped with white, yellow, blue, and green flashing lights around the circumference. [cclxix]

UFO Dove at Car | Middleboro, Massachusetts: On December 1, 1966, in Middleboro at 6:35 pm an object with a curved surface, apparently oval, with two large bright red pulsating lights, dived in front of a car and hovered over woods just off the road. [cclxx]

UFO occupants examine High school students | Essex, Connecticut: On January 9, 1967, five Valley Regional High School students were heading home early Sunday morning in Essex when they observed a UFO.

“At first they thought the unusual object was a plane, but then they watched in terror as it slowed down and traveled the same speed as their car.” They followed it two miles out to Steamboat dock and got out of their car.

> **“The object then crossed the river, completed an arc, shot up in the air and then and came back towards them. It approached them and stopped within 100 feet of the teenagers. The object was a "disc-shaped about 10 to 12 feet wide".**

According to the witnesses, "it hovered soundlessly." They reported the UFO to the police. One of the observers stated he believed it was "examining us." Another stated that he was sure "an intelligent being was controlling the thing."

One female witness was "shaken with fear." She further stated; "it had to come from three sources: either it was something "our government is doing but not telling us about, the experiment of another country, or it came from outer space." One of the male observers stated, "if it were ours it made rocket ships unnecessary." [cclxxi]

50-foot diameter craft reported | Granville, Massachusetts: On January 15, 1967, around 5:45 pm, Mrs. Helen Godard and her two nieces reported a UFO at Granville, Massachusetts. According to the ‘*UFO Investigator*,' Mrs. Godard was in her automobile when a domed object 50 feet in diameter passed over their car.

“The object was saucer shaped
and had lighted “portholes” around the base on the craft.”

The light coming from the portholes was white. A red, flame light jets appeared and the end of the craft while white lights were said to have lit up the ground and sky.

According to the witnesses “suddenly all the lights went out on the object. She then boldly turned her car around to go back to the place where the object was seen. When she got back to the spot,

where the object was, this time with "red" lights emitted from the portholes."

The object then gained speed and disappeared over a mountain to the east. Mrs. Goddard arrived at a friend's home, and they both observed the craft a third time. The two confirmed they believed the object is 50 feet in diameter. The also reported the sound of "Bumblebees" (humming) being emitted. [cclxxii]

UFO was seen near Blackout event | Blue Book | South Williamstown, Massachusetts: On January 18, 1967, UFOs were seen in Norton, Williamstown, and Mansfield.

The Williamstown event is as follows: In South Williamstown around 12:15 am four witnesses saw a flash in the sky just before a power failure occurred. Then they saw a domed disc with body lights near the ground on the opposite bank of the Green River.

A red glowing object buzzed their car as they drove away. According to a local paper, the three young men stated two police cars were at the scene. Furthermore, according to Williams College Professor of Astronomy T.C. Mehlin said: "there seems to be no astronomical explanation readily at hand for the reports on unidentified flying objects (UFOs) in the western half of the state last week." [cclxxiii]

Updated information on the Case:

The Four witnesses to a UFO on Green River Road reported a UFO. In "Letters To The Transcript" the witnesses stated what they saw was unusual.

According to the Williamstown police report, the officers later claimed what was seen was "burning stumps." However, the three observers wrote to the local paper to state what they saw and asked further questions of why "burning stumps" would be the proper classification by the officials. For instance, they state if these were in fact "burning stumps," how does the police explain:

1. “Where the flash of light came from”;
2. “Why the power failure at the time of the incident”;
3. “Why no flame reported to the burning of the stumps?”;
4. “Why no smoldering or smoke?”;
5. “How could reflections from car lights be the answer when only one car passed by that evening and the windows were rolled down?”;
6. “Why would burning logs appear so tall and wide while burning?
7. “How can a burning stump pace an automobile?” [cclxxiv]

Comment | Was this another whitewashed UFO encounter?

“Clam” Shaped UFO follows car | Red Hill, New Hampshire: On March 3, 1967, around midnight a couple were traveling near Red Hill, Moultonborough, Carroll County, New Hampshire when they spotted a UFO.

The bright white object was described as being clam shaped. They did not know what to make of the object following their car all the way to Sandwich, which took 20 minutes.

During the time the object followed them it changed to a bluish green color. The dog in the car became agitated with its hairs standing up on its back. Whatever the thing was, it had a brilliant light on top of the machine.

The female witness stated the object was approximately 100 feet above the car and at times got so close she could reach out and touch it. Both observers stated the UFO was giving off some "ping type electrical charge." They all became nervous when the sound could be felt and heard inside their car. Though they did not know the length of the UFO, it appeared to be taller than the car. If a vehicle is 6 feet high, the object could have been at least 30 feet in length given the clam shaped design. [cclxxv]

UFO hovered over Cemetery | Blue Book | St. Leo’s Cemetery, Massachusetts: On March 8, 1967, in Leominster at 1:05 am Mr., and Mrs. William Wallace witnessed a large white light

hovering and swaying over St Leo's Cemetery. In Mr. Wallace's words: “I came to a halt, got out of my car...upon getting out, I pointed at the object.”

“My car stalled; lights went out, and radio stopped playing.
I was unable to move: my wife was in a panic."

According to NICAP’s investigation, Mr. Wallace felt like he had received an electric shock and his reactions were slow and sluggish after the encounter. It took him 15 to 20 minutes to recover.

According to a memo in the Air Force files from Mr. Fowler, as they drove past the cemetery, the couple observed a UFO hovering over St. Leo's Cemetery. The car engines and lights faded out. Both people admitted to not being able to move. The UFO was then rocking back and forth emitting a humming sound lifted up and accelerated upwards and out of sight. [cclxxvi]

A car nearly drove off the road by UFO | North Coventry, Connecticut: On March 12, 1967, at 8:05 pm three teenagers on their way home from a church meeting were "nearly driven off the road by a UFO."

The witnesses from North Coventry were driving on the South Street extension when this event occurred. In their words:

> **“At the crossroad, we saw this glare coming over - straight at us. Cheryl froze up and let go of the wheel. We nearly went off the road. The thing looked as though it would ram us. All we could see was one round rim in blinding white light".**

One male witness "estimated the object was about 20 to 25 feet up – as high as the trees". The article continues: "After the light passed the car, the three stopped and looked back, but saw nothing. They did not get out of the car to see if the light was above them." It

was also reported that one of the witnesses then contacted a neighbor (Mrs. Leo T. Leary) who worked for the police. [cclxxvii]

UFO approached a Car | North Adams. Massachusetts: On November 20, 1967, at North Adams around 6:30 pm, Mrs. Gigliotti was driving home from Church when she saw "something strange" coming toward her car. The newspaper article reported the "thing" was descending toward her on an angle and "just before it got to me, it swooped up, about 50 feet or so away, and just over the top of a tree just a little bit away". Mrs. Gigliotti estimated the tree was 50 or 70 feet high. She said:

> **"It just stood over the tree. There was a red glow coming out from the back. It looked kind of round to me because there were many lights, not glaring, just like regular light bulbs and the way they were arranged made it look round".**

After a few seconds, the UFO rose again in the air and left with a glowing from the back. There was no noise, no sounds, no beeps, no flashing light, just the bulbs and the glow".

Another witness was the son of Mrs. Shoestock who at 5:00 pm (not far from Mrs. Gigliotti) who saw the same object.

In Nearby Vermont at Stamford, a Cigar shaped object was seen around 5:00 pm. The UFO was moving parallel to the ground heading in a northerly direction. According to the paper, Officials at Westover AFB would not give out any information.

Two witnesses at Indian Orchard and Ludlow reported jet aircraft were seen heading in the same direction as the object a short time after it passed over them. Two other witnesses in Springfield also saw the same object reported over North Adams. [cclxxviii]

UFO approached car | near Barkhamsted, Connecticut: On August 22, 1968, around 1:15 am, Mrs. Rita Decker, and another woman were on their way back home when they observed a UFO

near Barkhamsted. They stopped the car and observed an object the size of an orange that was "very bright."

The two ladies observed the thing for ten minutes then noticed it approaching their direction. They stated:

> **“It was traveling west towards us, and this is what scared us. We didn't know what to do."**

They then turned off the car engine and lights. They stated they heard no sound, not even from the unidentified flying object. The two contacted Winsted police and from there contacted Larry Fawcett of APRO. The last thing she said when asked what she believed, she stated: "Seeing is believing brother, and you can write that too." [cclxxix]

Comment | Larry Fawcett became a UFO Investigator after retiring from the police force. He was a co-author with Barry Greenwood for the book “Clear Intent” with Barry Greenwood.” Both Larry and Barry submitted FOA requests to the National Archives and were able to include newly declassified cases in their book.

Woman suffers physiological effects from UFO | Hartford, Vermont: On July 17, 1969, around 10:30 pm a man and woman observed a UFO at Hartford, Vermont. At 10:30 pm a man and a woman suffered physiological effects from a close encounter with a triangular UFO at a farm in Hartford, Vermont.

The UFO was described as metallic and appeared in front of their car. A sensation came over the couple and believed they were being taken out of the car. He believed he became unconscious for a moment then felt him being lifted out of the car. He then leaned forward grabbed the steering wheel and drove out of the area. The wife of the male driver did not see her husband’s body being lifted. The craft was estimated to be 20 feet across. [cclxxx]

UFO paces Man’s Car | Waldo County, Maine: On July 21, 1969, around 1:45 am Randolph Whitcomb observed a UFO in Waldo, Waldo County, Maine. His suspicions rose when his car radio

went "haywire" and faded into static. According to the '*UFO Investigator*,' the observer noticed a red glare on the hood of his car. When looking up, he saw a large glowing red colored object hovering over his car. Mr. Whitcomb then startled, raced three miles toward his home. The UFO paced his car the entire distance to his driveway. The UFO then took off fast. [cclxxxi]

If you want to read more reports of UFOs following cars, I would suggest the following book: **"The UFO Evidence," Volume II, A Thirty-year Report, Richard H. Hall.**

Chapter 11: UFOs and Passenger Planes

One of the more sensitive subjects of project blue book is the possibility of a collision incident between a UFO and passenger plane. The reason for the Air Force's sensitivity to these types of cases appears to be avoiding public panic.

In my first book "UFOs In U.S. Air Space", I have two chapters dedicated to Passenger planes and UFOs. One chapter focuses on "near collision events." Most of the more sensational near-miss events are not in Project Blue Book. It is believed these are located in a classified file somewhere in the Washington, Baltimore archives.

You will see in this chapter we discuss Air Force cases that are supplemented with regional newspaper articles which tend to provide more information.

UFO near Passenger Plane | Blue Book| Eastern Airlines |Montgomery, Alabama: On July 24, 1948, an Eastern Airlines crew observed a spaceship fly alongside their passenger plane while traveling about 5,000 feet around 2:45 am. The pilot and Co-pilot Captain C.S. Chiles and John B. Whitted stated the characteristics of the vessel was that:

1. It first appeared to be 100 feet long, probably three times as large as a B-29;
2. The object had two rows of windows (like a double-decker);
3. The lights from the inside the craft were a "ghastly white," like the glow of a gas light;
4. It was very maneuverable as it could make turns "fast as lightning";
5. There appeared to be windshields on two or three of the front windows.

The ‘*Fate*’ magazine article pointed out that Captain J.B. Whitted had served with the 20th Air Force during the world war. In his words:

> **"We've seen about every kind of known aircraft. This monster was like nothing we'd seen before. It was too close to us and too clear in detail to be anything but a man-made ship. We prefer to believe that it's one of our ships that's still a military secret. I'd certainly hate to know that our air force would have to face a fleet of machines like that. It was so awe-inspiring that it just paralyzed us for the moment".**

From the Air Force files, we have the signed statements of the pilots in this case. In a letter to Eastern Airlines dated August 3, 1948, Captain C.S. Chiles shared:

“At 2:45 am we were cruising at 5,000 feet when there came, what looked like a Jet type of aircraft to our right and slightly above us. It was a clear moonlight night with the visibility excellent; therefore, were able to view the ship as it passed for a period of around ten seconds. It was clear and there were no wings present, that it was powered by some jet or another type of power shooting flames from the rear some fifty feet. There were two rows of windows, which indicated an upper and lower deck, from inside these windows a very bright light was glowing. Underneath the ship, there was a blue glow of light.”

Figure 33 - Illustration of cigar ship - double decker windows

“After it passed it pulled up into some light broker clouds and was lost from view. There was no prop wash, or rough air felt as it passed. I called the company at Columbus and asked if there was any reported jet army craft and requested if the ATC had any aircraft under control. I was told that either source reported no such craft.”

Co-pilot John B. Whitted shared the following:

“At 2:45 am we sighted a strange object coming toward us at a high rate of speed. We were at 5,000 feet, and our position was 25 miles southwest of Montgomery, Alabama. The strange object had a stream of red fire coming from its tail. I assumed it was a jet type airplane of the Army or Navy but as it came nearer I could see that it was larger than any Army or Navy Jet that I have ever seen or read about. It passed us on the right side of our DC-3. I estimate its speed in the neighborhood of 700 mph, but this is a rough estimate. We were holding a compass heading of 50 degrees, and the object passed us going in the opposite direction. To me, the object seemed about a half-mile from us flying straight and level. I could see no wings supporting the object.”

“The object was cigar-shaped and seemed to be about a hundred feet in length. The fuselage appeared to be about three times the circumference of a B-29 fuselage. It had two rows of windows, an upper and a lower. The windows were huge and seemed square. They were white with light which seemed to be caused by some combustion. I estimate that we watched the object for at least 5 seconds and not more than 10 seconds. We heard no noise nor did we feel any turbulence from the object. It seemed to be at about 5,500 feet.” [cclxxxii]

Near Miss with 100-foot diameter UFO |Chicago & Southern Airlines | Stuttgart, Arkansas: Several newspapers published the following case. Around 10:20 pm on March 20, 1950, Captain Jack Adams, was piloting a Chicago & Southern Airlines passenger plane, when a giant flying disc crossed the nose of his aircraft at Stuttgart, Arkansas.

Captain Adams immediately reported the sighting to the Little Rock control tower and specified: “It was about 1,000 feet above us and was traveling at a tremendous rate of speed”.

Upon landing at Houston. Adams said the object had a diameter of 100 feet and appeared to be traveling between 500 and 600 miles per hour. The pilot reported a bright white light flashed intermittently from the top of the disc, and he could see lights from ports or windows on the object. [cclxxxiii]

Updated information on the case

Mrs. Eleanor Roosevelt (the first lady) became interested in the topic after talking with a Pilot who encountered the UFO. She interviewed the pilot on the NBC series "*Today with Eleanor Roosevelt"* radio broadcast. During the NBC radio broadcast, Mrs. Roosevelt asked the pilots specific questions of what it was like when being approached by the UFO. Particular facts became known to the audience;

1. Adams described the object as "circular and about the size of a DC-3.";
2. This "object crossed our course from the south.";
3. Adams said: "The object, I'd judge, was about 1000 feet in front and above us.";
4. In another statement "the size given was 100 feet in diameter,";
5. It "traveled at 500 to 600 miles an hour,";
6. "Around the edge, there appeared to be port windows and lights were coming from these port windows";
7. There was "no vapor trail or exhaust indicating it had a source of power";
8. "It made no sound." [cclxxxiv]

In speaking with Mrs. Roosevelt, the pilots shared the following statements:

> **Adams shared**: "I'll have to admit that I have been very skeptical up until this point, or I should say until last Monday evening when we saw this. The first thing that attracted our attention was a brilliant blinking light that was approaching us from the south traveling north."
>
> "We were at 2,000 feet flying on a general heading of west. When I saw this very bright, brilliant light, I know that it was a

different kind of light, at least one that I had never seen. So, I called Andy's attention to it, and it was in his view as well as mine, and we watched it for a period of 20 to 30 seconds."

"As it drew nearer to us and crossed our path, I would estimate not over a thousand feet above us and 1,500 feet in front of us, making it a total of less than half a mile. The underside of the object. In my opinion what was the bottom was a circular group of lights arranged in a manner that gave the appearance of a definite circle. Of course, being at night, we could not see the very outline or the rim of the thing."

Anderson shared: "We, of course, have to assume that the object was round. However, this light on top was the fast, brilliant blinking light that we saw approaching us and then on the bottom we have circular lights that were bluish or fluorescent in nature. There were in a circular pattern and approximately 100 feet in diameter."

"Neither Jack or I have ever seen anything that approached this. I mean it's nothing like a jet or anything like that we've ever heard or seen other than the flying saucer itself."

Adams shared: "Well, of course about anyone being in it; naturally, I don't know that, but the way it was flying, I'm positive that it was a controlled flight. It maintained a constant altitude and constant course and traveled at a terrific rate of speed." [cclxxxv]

If interested in reading the entire transcript go to Presidential UFO.com at **http://www.presidentialufo.com/old_site/eleanor_ufo_interest.htm**

Near Collision with DC-6 passenger plane | Blue Book | American Airlines | Virginia: On May 29, 1950, an American Airlines DC-6 plane departed Washington, D. C., enroot south over Virginia.

Figure 34 - DC-6 Western Airlines 1956 | [cclxxxvi]

About 9:30 pm when the pilots saw a UFO, first Officer William Gates noticed a light approaching the airliner head-on. At this point he notified Capt. Willys T. Sperry and Flight Engineer Robert Arnholt. As the unidentified object with a brilliant bluish light came closer to the passenger plane, the American Airlines crew banked the plane to the right at 45 degrees while the object passed on their left. They then looked for the UFO, and this time it was now on the right. The UFO had come up under the plane and circled back to observe the aircraft.

As they looked at the UFO, it passed in front of the moon showing a submarine shaped "torpedo like" shape. Finally, the UFO sped away toward the Atlantic (east). Captain Sperry called the speed "fantastic," and said it was "without a doubt beyond the limits of any known aircraft speeds." [cclxxxvii]

Updated information on the Case 1:

On May 29, 1950, around 9:10 pm the Captain of an American Airlines DC-6 flight to Nashville reported a large submarine shaped (cigar) craft approach his passenger plane around 7 miles west of Mt. Vernon.

The pilots averted a midair collision by sharply banking the passenger plane to 45 degrees off course. The submarine shaped craft, passed on their left side slightly higher and in the opposite direction from their 11 o'clock to 7 o'clock position.

At this point, the observers reported seeing the dark silhouette of a slender hull which reminded them of a submarine. The submarine-shaped object's length was about half of the moon's diameter and its height a fraction of that.

A bright blue light appeared to be at the tail end. What shocked them next was the fact "the object" was seen again through the right window, as it circled behind them and came up towards the DC-6.

The Pilots then banked to their right toward the object when it finally took off towards the Atlantic. That same night between Nashville and Knoxville, Captain Hank Meyers, the pilot for President Truman, witnessed a brilliant bluish object. The Air Force believed it could well have been the same UFO. [cclxxxviii]

Updated information on the Case 2:

Captain William T. Sperry, reporting to the National Airport Control Tower said, their DC-6 plane was circled twice by a "submarine."

The term submarine was used to describe a cigar-shaped object that approaches his plane while westbound 7 miles outside of Mount Vernon. '*The Washington Post'* published an article on May 31, 1950, that after taking off from Capital Airport (now Reagan National), the control towers confirmed to the pilot they were not able to observe the object up on radar. The captain mentioned the UFO had lights and was seen as it was silhouetted between the moon and his plane. It was a full moon that evening. [cclxxxix]

Updated information on the Case 3:

Captain Sperry was at his home in Palos Verdes, California and interviewed by Al Chop of U.S. Air Force DAC Public Relations and W.B. Klemperer on February 4, 1955. During the interview, the following information was shared. Captain Sperry was flying a DC-6 coach service. On this evening he was flying in the left seat of the cockpit. They left Washington Airport at 9:10 pm and were climbing to 20,000 feet. There was a full moon and clear skies. His co-pilot at

9:30 shouted "Watch it, watch it!" and drew Captain Sperry's attention to a glowing object directly in front of them grow bigger.

It was a bluish light and to avoid collision they banked and veered 45 degrees off course to the right while the object passed on the left. During this maneuver, the UFO happened to pass between the observers and the upper half of the moon, showing a slender hull "looking like a submarine."

The bright blue light they saw was at the tail end of the object. The interview revealed as the object passed behind their left wing, the pilots banked their plane back to the original course. However, the co-pilot discovered the UFO through the right window "as though the object had circled behind them and come up after them."

They banked right again to get a better look at the UFO which then streaked east towards the Atlantic. As to other witnesses, a stewardess and two or three passengers observed the object streak pass the plane.

Though this sighting was reported back to Washington Tower via radio, nothing was picked up to confirm the sighting. The press heard the story through the Washington Tower. The Captain did not report this to the Air Force, as newspaper reporters showed up at his home in Tulsa, Oklahoma and answered questions. Both Captain Sperry and Captain Myers (later President Truman's pilot) denied any meteor event or illusion. [ccxc]

Cigar Ship | United Airlines | Los Angeles, California: On June 24, 1950, at 8:08 pm, three Aircraft Crews (2 United passenger planes and 1 Navy Transport) witness a cigar-shaped object north of Los Angeles.

According to the case, the United Airliner had a crew of 4 carrying 50 passengers. At 14,000 feet a "cylindrical or dirigible-shaped object" approached the plane and paralleled their flight. The Captain, First Officer, and about 25 passengers witnessed the flying object. The witnesses stated the UFO had a bluish center and an orange tint outline during its flight along-side the passenger plane.

The Cigar shaped UFO paralleled a United Airlines plane for 20 miles. The pilots spoke with CAA (now FAA) ground stations at

Daggett and Silver Lake. The object was described as cigar-shaped, dark gray or gunmetal in color. The UFO was traveling between 50,000 to 100,000 feet altitude. [ccxci]

UFO paced Passenger Plane | Blue Book | United Airlines | New Mexico: On June 26, 1950, Capt. E.L. Remlin and First Officer David Stewart, and observer Capt. Sam B. Wiper observed a mysterious object while flying their United Airlines Mainliner at 14,000 feet between Las Vegas and the Silver Lake.

The location of the sighting was eight miles north of Baker, New Mexico. The object had a bluish center with a bright orange tint. It was flying horizontally at about 20,000 feet, much faster than the Mainliner and about 20 miles in the distance. [ccxcii]

The Las Vegas CAA (FAA) men, and Air Force and Navy pilots confirmed the UFO.

The '*Dayton Journal*' shared: "The first officer stated the object was more "cigar-shaped" than pancake shaped as reported by others. He shared with the news media that the object paced their plane on a parallel course for 30 miles before it faded into the distance. His plane was traveling at 290 mph at the time." [ccxciii]

There is no official case study of this encounter in the Project Blue Book files. The article from the '*Dayton Herald'* was intermixed with an Air Force case on a Kentucky sighting. This appears to be another case where the military (Air Force and Navy) were not comfortable making this information available to the public. Its either that or they were under strict orders to keep the information classified to this very day.

UFO follows Passenger plane | Blue Book | Capital Airlines | near Andrews AFB: November 18, 1951, Andrews Air Force Base control tower confirmed the capital airlines pilot for flight 610 reported a strange object following his DC-4 for 20 miles at 8,000 feet. The case file reveals the UFO:

1. “was confirmed not to be a star because of its brilliant light.”;
2. "had several other lights on it";
3. “moved slowly”;
4. “after following flight 610, it turned back and soon disappeared.”

An F94 was vectored to the area but was unable to see anything. The Air Force concluded this object was "Unidentified." [ccxciv]

Figure 35 - F-94C Interceptor[ccxcv]

UFO follows Passenger plane | Blue Book | Capital Airlines | Wisconsin: On November 24, 1951, around 6:35 pm, two pilots in a DC-3 observed an object cross their course to the SW over Coopersville, Wisconsin.

The object appeared at 1,900 feet. The description of the UFO was 12 inches in diameter, round and had the color of a "dullish blue" light source.

The trajectory was flat and traveling at an estimated 1,000 miles per hour. Upon landing at Grand Rapids, the pilot heard the tower operators had also seen the object. He was interrogated over the phone by Air Defense staff at Selfridge Air Force Base.

The tower operators told Captain Larry Shroeder that they had intercepted a message from "the Net," which was a classified radar site. The "Net" had picked up the object 20 miles east of the station. In Captain Schroeder's opinion, the object was not a meteor, as it had no characteristics of a normal meteor. At the time he believed it

to be an AF guided missile of some sort. The Air Force concluded this object was a "meteor." [ccxcvi]

The Air Force memorandum for the record stated: the object was a giant "oblong" craft emitting no sound, however, displaying a red exhaust. Kent City Airport confirmed the same UFO at their location within 10 minutes of Captain Shroeder. It was also reported, a flight of F-86's were in the vicinity of Coopersville. It was not said but assumed they were asked to investigate the object.

The entire UFO incident was brought to the attention of ATIC, Wright Patterson Air Force Base (OH). We learn later the Air Force concluded this object to be a "Meteor." [ccxcvii]

Comment | 1,000 miles an hour was determined too slow for a meteor. So, what was the object seen over Wisconsin?

UFO follows Passenger plane | Blue Book | Central Airlines | Lacrosse, Wisconsin: On April 14, 1952, a Capital Airline pilot observes several objects flying in a "V" formation over Lacrosse Wisconsin.

The only information we find in the file is an incoming teletype message dated April 14, 1952, to the Secretary of Defense in Washington, D.C.

During President Truman's administration, Robert A. Lovett served as Secretary of Defense from 1951 to 1953. The document stated: "several lighted colored objects in "V" formation at 15,000 to 20,000 feet altitude ... changed formation with tremendous speed." Further, it stated: "swaying motion noticed by Captain Charles Mason of Central Airlines."

The UFO report was prepared and then forwarded to the Army, Navy, CIA, JCS, and AFSA. In a June 4, 1968 letter to Lt Col Hector Quintanilla U.S.A.F., Dr. Hynek in responding to the initial information given stated the conclusion should not be "insufficient information" but be labeled "insufficient information because of lack of follow-up." The Air Force then changed their conclusion to being "unidentified and unknown." [ccxcviii]

Dr. J. Allen Hynek became concerned that the Air Force Project Blue Book was becoming the "Society for the Explanation of the Uninvestigated."

It was during 1947 that Dr. Oppenheimer and Professor Albert Einstein who wrote the famous paper: *"Relationships with Inhabitants of Celestial Bodies"* for General George Marshall and President Truman.

It is with these relationships at the White House, we are assured, President Truman, Robert A. Lovett, General George Marshall knew of UFO encounters with passenger planes, despite the denials in national newspapers at the time.

Comment | This case is important as the Secretary of Defense Robert A. Lovett was being informed of UFO sightings. Lovett reported to the President. The President was Harry S. Truman. This proves Truman would know about UFOs.

2 Torpedo shaped Craft | Blue Book | TWA Airlines | Zuni, New Mexico: On May 24, 1952, at 8:27 am the pilot of TWA 220 (Captain Glenn Bras) spotted two objects in front of his plane forty-five degrees above the horizon. He was traveling at 280 mph at an altitude of 15,000 feet.

In a teletype message to Wright Patterson AFB, Ent Air Force Base, Director of Intelligence, Washington, the two objects were torpedo shaped, reddish in color, moved in an arc of sixty degrees and slowly descended towards the southward direction. The most unusual thing about these objects as they "appeared to have no center section." The Air Force stated the observer's reliability was considered "excellent." However, they ruled the sighting as a "Meteor." There was no documentation in the files how the Air Force came to this conclusion. [ccxcix]

Object approaches plane | Blue Book | National Airlines | Quantico, Virginia: On July 10, 1952, two National Airlines pilots flying in a Lockheed C-62 south of Quantico, Virginia reported a bright light moving too fast to be a plane. The "bright light" appearing

over Quantico had approached their plane, and then it climbed very rapidly. The report stated the object and the commercial National Airplane were at the same altitude. Captains Lundy and Leon Blanks contacted Washington Air Traffic Control Center whom in-turn contacted Olmstead. In another report published in the Washington Daily Times, a Marine Pilot told United Press "two green objects" sped across the sky at a terrific speed and a very high altitude over Quantico the same evening. [ccc]

UFO approached passenger plane | National Airlines | Washington, DC: On July 13, 1952, a ball of light approached and hovered near a National Airlines passenger plane while over Washington D.C. When pilot Captain W. Bruen switched on his landing lights, the object took off, heading up and away. [ccci]

Eight 100-foot diameter saucers on a Collision course with passenger plane| Pan American | near Norfolk, Virginia: On July 14, 1952, around 9:12 pm two veteran Pan American Airways pilots reported eight huge "flying saucers" speeding towards them near Norfolk, Virginia. According to William B. Nash and William H. Fortenberry, each of the six crafts was at least 100 feet in diameter and 10 to 15 feet thick.

Figure 36 - Illustration of six discs in V formation

Each appeared to be glowing like "red-hot orange coals." The objects were reportedly flying in echelon formation in two groups of three at 6,000 feet beneath the Pan Am DC-4. The officers reported the objects were on a direct collision course, made a 150-degree hairpin turn "like balls bouncing off a wall" and passed over the DC-4. It was then two identical craft joined the six objects.

The eight objects then zoomed upward and disappeared into the night sky. When first observed the objects were flying in echelon formation around 2,000 feet in altitude. Both Nash and Fortenberry

were former Navy Pilots during World War II. Not confirmed, but suggested in other research, the objects were speeding more than 12,000 or more miles per hour. [cccii]

UFOs pass over passenger plane | Blue Book | National Airlines | Washington DC: On July 26, 1952, at 8:15 pm the pilot and stewardess of a National Airlines (Lockheed Lodestar) plane flying at 1,700 feet saw a lighted object.

The object described as similar to the glow of a lighted cigarette (dull red), passed "directly over the airliner." The speed of the object was estimated to be 100 miles per hour. At 8:45 pm Andrews AFB radar detected 10 to 12 unidentified radar objects over Washington.

In a declassified document released in 1985, (30 years after the event) an official with the Civil Aeronautics Administration was in the air on the same night flying at an altitude of 2,200 feet. At 10:46 pm he confirmed that he witnessed "5 objects giving off a glow ranging from orange to white." At 10:38 pm USAF command was notified of the targets and at 11:00 pm two F-94's were launched. Captain Berkow confirmed the launch of the Jets during the interview of the evening events. [ccciii]

Near Miss with 100-foot diameter disc | Arizona: An Airline pilot with wartime experience with B-17s and PBYs and some 7,000 hours with a commercial passenger carrier, gave the following testimony concerning an incident that occurred in November 1952 (exact date not provided). The pilot states: "At that time. “I was flying a C-46 between California and New York.”

“At approximately 1:00 am between Prescott and Winslow, Arizona, at an altitude of 11,000 feet, I saw what at first appeared to be a falling star. It appeared in the eastern sky which was clear at that time. It kept coming closer and increased in size and brilliance.”

“The object continued toward us until it seemed that it would collide with us head on. The other pilot and I both saw the whole incident. I pulled up into a steep climbing turn to the right. In the middle of the turn, the object, which we estimated to be 100 feet in diameter, and glowing a brilliant yellow, passed directly under us. "I

came out of the turn on a reverse heading, and we watched it continue westward until it climbed upward and out of sight. The glow lit up the entire passenger compartment, which at that time was in total darkness. Several dead heading crewmen who were in the passenger compartment saw the light at the same time."

"That same day we landed in St. Louis and New York, and both places verified the fact that an unidentified object was picked up on the radar, speeding across the United States at better than 2,000 miles per hour. The times and locations given coincided with our sighting." [ccciv]

Pilots see 5 to 10 UFOs each evening
Scripps Howard

On February 13, 1954, Jim C. Lucas of Scripps-Howard. Reported that representatives of major airlines would meet in Los Angeles with Military Air Transport Service Intelligence officers to discuss speeding up the UFO reporting procedures.

"Airline pilots are asked not to discuss their sightings publicly
or give them to news Papers,"

Lucas said. Scripps-Howard papers said that "the nation's 8,500 commercial airline pilots have been seeing a lot of unusual objects while flying at night, here and overseas." Plans for a detailed reporting system were agreed upon so Air Force jets could quickly investigate. Each airline was to have an "internal security specialist" for liaison between civilian and military organizations.) [cccv]

UFO approaches two passenger Planes |Two Trans World Airliners: This next case is from NICAP's, *'UFO Investigator'* magazine. We are thankful for the investigative work performed by the NICAP in this case. I was unable to find any official reports in the Project Bluebook files.

This event includes two separate TWA passenger planes encountering a UFO on the same day, in close proximity of time. Both of these cases were communicated with Cleveland Air Traffic Control and the United States Air Force. An official report should exist, but since we are not given access, we can only assume it is classified.

In 1954 near Findley, Hancock County, Ohio, a westbound TWA flight from Kansas City to New York encountered a UFO. During the evening the Captain observed an inexplicable light off the left wing.

The '*UFO Investigator'* provides several facts to this case, which remains classified today. The UFO:

1. was "reddish in color";
2. paced the TWA passenger "plane for 5 minutes";
3. was "pulsating at regular intervals of a few seconds.";
4. proceeded to a southwesterly direction at tremendous speed and was out of sight in a few seconds.

The '*UFO Investigator'* tells us: The pilot notified Cleveland Air Traffic Control relaying the incident to Wright Patterson Air Force Base.

About the same time, another TWA passenger plane has a UFO incident where it (the UFO) crossed the path of the aircraft. Again, Cleveland Air Traffic control was contacted and mentioned it crossed their path. During the relay of the story, the UFO came back off the right wing closing fast. Then the UFO disappeared, climbing rapidly out of the radar beam. [cccvi]

The pilot observed a 40-foot diameter UFO | Blue Book | Ohio: Around 5:05 am, June 25, 1954, an experienced private pilot in a Navion light plane observed a UFO over Indian Lake, Ohio. His aircraft was at 6,200 feet altitude when the incident occurred. The UFO:

1. “appeared like “silver or aluminum” in color;
2. “was round in shape”;
3. “had a flat bottom”;
4. “had a raised front edge”;
5. “had an inverted cone on top”;
6. “had a diameter of 40 feet”;
7. “was tracked on radar traveling at 2,000 miles an hour”;
8. “would stop suddenly “to hover”;
9. “was observed 3 to 5 minutes”;
10. “maintained a flight pattern between 12,000 to 15,000 feet in altitude.”

The Pilot confirmed the following to Dayton: 1) "the object reacted exactly as if it was listening to his radio transmission." 2) "the object made a high-G pull-up and then a steep climb into the overcast. Even the pilot believed: "He couldn't have withstood the G's." The Air Force concluded the object was "unidentified.” [cccvii]

Large UFO | Blue Book | Transcontinental passenger plane| Ohio: Around 7:30 am on June 26, 1954, over 60 passengers in a Transcontinental plane over Columbus, Ohio observe and report a UFO to authorities.

Ground control contacted the Captain of the plane and requested they divert from their flight path to observe a UFO in the vicinity. The Captain and crew informed the passengers (via cabin radio speakers) they would be taking a slight deviation to follow the UFO. The plane was at 20,000 feet when the aerial encounter occurred.

The Case:

An Army Colonel (MD) was on board and said he saw what looked like a metallic blob directly overhead. He described it as pear-shaped. The Colonel agreed said the sun reflecting off the UFOs surface.

A Teletype message was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) Air Technology Center Wright Patterson Air Force Base (OH); 3)

Director of Intelligence HQ U.S.A.F. (DC); and 4) MATS Andrews Air Force Base (MD). The Air Force concluded the witnesses observed a "probable balloon." [cccviii]

UFOs pace passenger Plane | British Stratocruiser | near Seven Islands: On June 29, 1954, 20 Crew and passengers on a British Stratocruiser observed one large and five to six smaller objects near Seven Islands. The UFOs paced the plane aft of the port wing. The group of UFOs maintained a constant position to the airliner (approximately 5 miles) and flew in an unconventional manner.

The first officer noted that the smaller objects merged into, the larger objects departure. In James McDonald's words: "defying obvious explanation." [cccix]

60-foot diameter UFO parallels plane | Blue Book | Arizona: On September 17, 1954, at Clarksdale, Arizona a UFO flew parallel with a civilian aircraft. This UFO case file is intriguing as the pilot's testimony, and a personal report is not in the Air Force blue book file.

What we have is a Tele-typed message to Commanders and Directors at ATIC Wright Patterson Air Force Base (OH) Andrews Air Force Base (MD), Ent Air Force Base (CO) and March Air Force Base (CA). The following facts revealed: Sometime around 6:53 pm, a Pilot flying a plane over Winslow (AZ) observed a UFO. It was:

1. "a brilliant object about the size of a DC3 (e.g., 60 feet long)";
2. "flying North to South";
3. “it then changed course to parallel his plane.”;
4. "the object was traveling between 700 to 1000 miles per hour."

The Air Force stated it could not conclude this case as there was insufficient data for evaluation." The file indicated the Air Force

needed duration and manner of disappearance but believed the UFO was an aircraft. [cccx]

Comment | Given the volume of sightings during the period, the Air Force did not have time to follow up on all sightings including this case. As a result, many cases were unsolved or given quick evaluations with no analysis or careful thought as to the facts behind the incidents.

Near the end of Project Blue Book; many records were destroyed at Wright Patterson and during the Condon Committee Study. Some of these UFO files were duplicates of more sensitive military cases and therefore kept out of blue book.

Even this case shows us there was not enough necessary information to make a final determination. This sighting was most likely caused by something other than an aircraft. What pilot would report an object the size of a DC3 that would parallel his craft and not know what it was? It would be a near miss of an unknown object from some extraterrestrial civilization!

UFO crosses path | Blue Book | Eastern Airlines | Aberdeen, Maryland: On November 24, 1956, an Eastern Airliner encountered a UFO. According to the Captain, a rocket looking UFO flew directly across the flight path of the passenger plane at 30 to 40 miles. The passenger plane was an Eastern Airlines Constellation, flight 547. The Air Force could not come to a conclusion based on "insufficient data for evaluation." [cccxi]

Passenger plane hit by UFO | Blue Book | Frontier Airlines | Phoenix, Arizona: On April 21, 1957, at Phoenix, Arizona. A letter was written to James H. Douglas, Secretary of the Air Force, requesting the government be swift with the "American Public's right to know what is happening" regarding damage caused to a DC3 Frontier Airlines Plane.

It was thought a missile had taken part of the plane's wing in an airborne accident. Brigadier General Arno H. Luehman (USAF) returned a letter stating; "There is no evidence of any Air Force

involvement in the Frontier Airlines incident on 21 April. No missiles were fired that day. Speculation that a stray missile was involved is inaccurate." The Air Force stated this was an unreliable report. [cccxii]

Passenger Plane dives to avert collision | TWA Airlines | Amarillo, Texas: July 24, 1957, TWA flight 21 from New York Westbound was over Amarillo, Texas when its pilot and crew dived to avert a near collision with a UFO. Carrying 34 passengers, a total of 10 people were injured during the rapid descent from 18,000 feet.

Major Keyhoe reports, the object was at the same altitude on a collision course first appearing at 15 miles in front of the constellation plane, then one mile and closing at great speed. The only description given of the craft was that it had red and green lights and shot above the plane as it plunged down 4,000 feet.

Captain Schemel radioed Amarillo, and the story was broadcast around the country. The Air Force stated the pilots must have been confused with an ordinary aircraft, yet the CAA (former FAA) and the CAB (Civil Aeronautics Board) showed the only plane in the area at the time was 45 miles east of Amarillo a USAF K-97. [cccxiii]

UFO passes passenger Plane | Blue Book | Capital Airlines | Cleveland: On July 29, 1957, around 11:31 am a Capital Airline pilot (Flight 841) observed a significant round yellowish-white UFO at approximately 20,000 feet over Cleveland, Ohio. The case file reveals the UFO:

1. “came from the north and passed in front of the aircraft.”;
2. “appeared brilliant, then went to dim and then changed back to brilliant.”;
3. “hovered over Cleveland and then moved northwest.”;
4. "was extremely fast and insight for 8 minutes."

The airliner chased the object, but the UFO sped ahead of them and over the horizon. Both pilots were sure the UFO was not a star.

A Teletype message was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) EDAF Stewart Air Force Base, (NY); 3) 30th ADIV WRAF Station, (MI); 4) 3) Air Technical Intelligence Center, ATIC Wright Patterson Air Force Base (OH). The Air Force concluded that the cause of this sighting was "unidentified." [cccxiv]

3 UFOs near passenger plane |American Airlines |Williamsport, Pennsylvania: On February 24, 1959, Captain Peter W. Killian of American Airlines, three other pilots and 35 passengers observed three objects in his words: "giving off blinding brilliance" when their plane was at 8,500 feet.

The Air Force was convinced a KC-97 tanker was refueling the explanation three B-47s at the time. Captain Killian stated;

> **"I don't care what the Air Force says. The objects I saw could travel at 2,000 miles an hour and were not conventional aircraft."**

The captain continued in the '*Long Island Daily Press'* article; "I know what a B-47 looks like and I know what a KC-97 tanker looks like, and I know what they look like in operation at night. And that's not what I saw", finally he ended with:

> **"These explanations come from Washington.....but not one of these fellows has bothered to contact me to hear my story first hand."**

Comment | The article points out, Captain Killian had over 2 Million miles flying hours. He would know what he and the others saw that evening. Also, according to Wikipedia, the B-47 maximum speed at the time was 607 miles per hour. This speed is a far cry from 2,000 miles per hour reported by Captain Killian.

As a follow-up, NICAP said that American Airlines, feeling pressure from the Air Force, asked Captain Killian to remain silent on the sightings. This is further evidence, by NICAP that pilots were

being silenced in the name of "National Security." Representative S.N. Friedel promised to look into the AF explanation and the contradictory information. [cccxv]

The Air Force concluded the pilots witnessed three B-47's being refueled by a KC-97. You can read the entire handwritten notes of the event at:

http://www.nicap.org/docs/590224williamsport_docs.pdf.

UFOs | Blue Book |Pan American Airways: On July 11, 1959, a Pan American Airways, captain, and crew watched a group of UFOs approach their plane while they were at 20,000 feet. The crew was on a flight from San Francisco to Honolulu, Hawaii when the incident happened. Confirmed by five other aircraft in the area (2 other Pan Am planes, an Air Force B-50, a Canadian Pacific airliner and Slick Airways cargo plane) the comments of the pilots were as follows:

NOTE 1: Captain George Wilson (Pan Am) stated they were traveling at "thousands of miles per hour"....when a large and very bright light appeared on the horizon at the 11 o'clock position".....The large bright light was flanked by 3 or 4 smaller lower magnitude lights in a line below, behind and to the left of the main vehicle". Then the formation of UFOs made an abrupt right turn...and disappeared to the south".

NOTE 2: Captain Lloyd Moffat of the Canadian Pacific stated:

"You can take it from me, they were there.
I never saw anything like it in my life".

Air Force majors interviewed the crews after they landed. The article also points out; Air Force Intelligence combined the reports and sent these to AHHG, ATIC, the Air Force Defense Command and Naval Intelligence. [cccxvi]

NOTE 3: In reviewing the Project Blue Book files, I did not notice any particular Air Force report of this sighting. I did find, two articles

from various papers describing the reports. These were in the '*Sunday Star-Ledger'*, July 12, 1959 (UPI Honolulu) and a New York Paper Sunday, July 12, 1959 (UPI San Francisco News).

Plane Explodes | Braniff Airways turboprop | Texas: On September 29, 1959, in what could be one of America's first Air collision cases between an Unidentified Aerial Object and passenger jet, the findings of a study were categorized as "engine explosion."

A Braniff Airways turboprop carrying 34 people exploded in midair over Texas. Eyewitnesses to the event had noticed a large glowing object in the area before the midair event took place. The CAB commented that the flight engineer logged just before the incident that everything appeared normal.

One witness "a veteran Air Force pilot testified before a three-man Civil Aeronautics Board that he had seen a massive, mushroom shaped red stationary glow in the area on the night of the crash." This witness, according to the APRO Bulletin, stated the officer pilot "was on his way home from Shreveport, LA to Lufkin in a C-47 when he spotted the atomic cloud shaped burning mass, three to five degrees above him – an enormous thing, he said." Press statements from local papers at the time stated;

> **There were "glass window ports in a recovered portion... showed signs of tremendous exterior heat, but that the blast which disintegrated the big ship did not come from within the plane."** [cccxvii]

NOTE: Major Keyhoe suggested that the Kremlin and Pentagon "shoot down orders of alien (UFO) crafts", could bring a retaliation response. It was a common held belief, Aliens would shoot at passenger and military planes, if world governments continued shooting at their space vehicles.

UFOs | Blue Book | Two Airline Passenger Plane crews | Texas: On July 20, 1960, two Airline Captains in separate planes reported several bright objects in the sky over Houston and Port

Arthur Texas. In one case a UFO was observed when an airliner was taking off from Houston Airport. In the other case, the UFO appeared when the plane was landing at Jefferson County Airport near Port Arthur, Texas. The crew, from Trans-Texas flight N33654, reported two UFOs and declared they "were not aircraft." The crew provided the following facts on the UFOs they:

1. “emitted no sound”;
2. “left no trail or exhaust”;
3. “were flying much faster than an aircraft during their change of altitudes”;
4. “flew in a strange and erratic pattern”;
5. “were hovering between 6,000 and 7,000 feet”;
6. “then disappeared.”

A Teletype message was prepared and forwarded to the following commands: 1) the 68th Bomb Wing at Chennault Air Force Base (LA); 2) 32nd AIR DIV (OK); 3) ATIC Wright Patterson Air Force Base (OH); 4) HQ U.S.A.F. (DC); 5) OSAF (DC) and 6) Barksdale Air Force Base (LA). The Air Force concluded these objects were “Unidentified.” [cccxviii]

UFO dives toward Plane | Blue Book | Stadvec Aviation, Inc | Ohio: July 7, 1961, ‘*The Akron Beacon Journal’* carried the following headline *"Over City Two Nights, Akron Flier Sights Mystery Object*." The story goes like this: "Ernie Stadvec, operator of Stadvec Aviation, Inc and a former World War II B-29 pilot described "a brilliant green and white object" which he saw as he flew over Northwest Akron Tuesday and Wednesday nights." The article mentions he and two other men while at 5,000 feet;

> **"spotted this brilliant green and white light suspended in the air off to our right”...”whatever it was, dived toward us and I thought it was going to hit us. However, it stopped**

just as suddenly, made a 180-degree turn and climbed out of our vision".

NOTE 1: July 8, 1961 – The '*Levelland Plain Dealer*,' Saturday paper carried the same report but added one of the passengers was an employee of WAKR, Clyde Skelton. Clyde made a couple of interesting observations: 1) "Its rate of closure was extremely fast," 2) "I have no idea at all what it could have been," 3) "If it was a high-speed jet, it must have been extremely close. However, it was farther away, no jet I know of could have moved that fast".

NOTE 2: July 9, 1961 -The '*Dayton Daily News'* reported: "Major Robert Friend, of the Technologies division at Wright Patterson Air Force base, said he thinks Stadvec saw atmospheric refraction of the first magnitude star Capella."

NOTE 3: July 9, 1961- The Pilot in return writes a letter in response to the statement released by Major R. Friend of the UFO Project at Wright –Patterson.

"What we saw was not an astronomical or meteorological phenomenon. The Object dived at us on a collision course to the extent that I called out to my passengers that the object was going to ram us. After the object came at us, it reversed course and climbed rapidly into a clear night sky. This happened the next night again when the object flashed up from in front of us and again climbed into a clear sky. In both instances; the object climbed at tremendous speed, leveled off and disappeared to the northwest."

NOTE 4: July 16, 1961 edition headline was "*Ernie Is Sure He Saw "Objec*t," he responds to the Wright Patterson answer and makes some of the following comments:

"Five people, including myself, saw this object and even the Cleveland radar tower reported it on its radar screen. We all know it didn't behalf like any falling star. It first came

right at us as we were flying around making a radio broadcast – and we saw it climb. Whoever heard of a falling star climbing?" [cccxix]

Two UFOs reported | Blue Book | Trans Texas Airlines: On July 20, 1961, around 9:00 am Trans-Texas Airlines Capt. A. V. Beather, flying a DC-3 over Baytown Texas, observed two very bright white objects directly in front of his aircraft hovering between 6,000 and 7,000 feet. The two objects following in an erratic flight path suddenly disappeared on a heading between 65 and 70 degrees at 10,000 feet.

Figure 37 - DC-3 In South Africa - Photograph by Daniel H. Schumann |[cccxx]

According to the witnesses, the objects appeared to be traveling much faster than an aircraft. Weather radar showed small non-persistent blips on the scope in the general area of the sighting southwest of Orange, Texas. These blips were not ground clutter.

Transcripts of communications from the Pilot to the ground shared the following comments: "look out over the bay and just southeast of you some 6,000 feet."

"Something bright and shiny, it looks like it hovers for a while then it maneuvers fast. It gets bright and then it gets dull. It doesn't look like an aircraft."

A Teletype message was prepared and sent to the following commands: 1) ADC Ent Air Force Base (DC); 2) ATIC Wright Patterson Air Force Base (OH); 3) HQ / OSAF Washington (DC) and 4) Barksdale Air Force Base (LA). The Air Force concluded the cause of this sighting was "Unidentified. [cccxxi]

UFO scans Chilean National Airlines passenger plane: I found this UFO case buried in a Project Bluebook file meant for a sighting in Texas.

On September 6, 1965, a Chilean National Airlines pilot and crew of a DC-6B had an encounter with a UFO near Iquique, Arica Chile. In an unclassified Teletype message from the U.S. Air Attaché in Santiago through Colonel H.A. Brandon a newspaper article revealed the following news:

> **“It was something mechanical – zigzagging, its movements were not precise, suddenly it changed direction and came directly toward us “it gave me the impression that it had located us with radar!”**

The briefing document reveals the witness was saying:

> **"During the 13 to 14 minutes this strange object followed us. It gave me the impression that when it located us, it tried to identify us.”**

“At once we requested information from the Flight Control Tower in Arica and Iquique. We were informed that no other flights had been scheduled in that zone. Then I told them what we were watching. I have never had a similar experience; I didn't believe in "them." It was not an optical vision due to atmospheric reflections. I am sure it was a mechanical apparatus.”

Francisco Quintana, in an article entitled: “*Flying Object Giving Off Blinding Light Nearly Collides With a Chilean Aircraft, Pilot Says “Now I Believe In Them”* provided the following information on the case:

> **“After avoiding a collision, the object came close to the plane and kept pace with it for several minutes, then departed at a tremendous velocity.”**

“The event was reported by the crew of the plane and also by passengers who until that moment had been asleep in their seats.

The strange event happened the night before last (9/6) when a Douglas DC-6 of the Santiago-Arica Line was flying over the plains, after having departed the airport at Iquique."

"The pilot, Mercelo Cisterna, was one of the most experienced of the airliner fleet. Flight engineer Segundo Molina and co-pilot Manuel Rubio also witnessed the extraordinary lighted object about 1,500 feet above them."

"The pilots declared later, after the plane landed at Arica, that at first, they thought it was another aircraft and radioed the control towers at the airports of Arica and Iquique to check on other planes in the vicinity."

"The control towers answered that there were no other aircraft in the sky. The pilot continued to insist by radio that about three kilometers away at a little higher altitude, three (3) lighted objects were flying in formation."

"The control towers at Arica and Iquique answered that they had no idea what it could be and that he (the pilot) should take precautions."

"Then," said the pilot, "I thought I was going to fall apart." At that moment the strange device came toward my aircraft at an incredible velocity."

> **"Those of us in the cabin were paralyzed, seeing that a collision was imminent. "Then I observed an incredible maneuver. It descended, passing underneath us, and then leveling off with us."**

"For ten minutes it flew beside us, coming closer and moving away until finally it gained altitude and disappeared toward the north. We did not inform the passengers in order "to avoid panic and its consequences." [cccxxii]

UFO approaches Governors Plane | Florida: On April 25, 1966, a Convair plane left Orlando headed for Tallahassee. Aboard was Florida Governor Haydon Burns, the Co-Pilot Herb Bates, the Capital bureau chief for '*Tampa Tribune'* Duane Bradford, Captain

Nathan Sharron of the State Highway Patrol, Frank Stockton of the Governor's office and Bill Mansfield of the '*Miami Herald*.'

At one point during the flight, two bright yellow, crescent-shaped lights came alongside the jet and paced the plane on the starboard side at 6,000 feet over Ocala.

Upon seeing this and discussing the observation with the pilot, the Governor informed the people on board; he was ordering the pilot to turn into it.

As they did the UFO began a steep climb away. All then made comments. The Bureau chief for the '*Tampa Tribune'* stated sarcastically; "the thought occurred to me that this UFO business was somewhat less than funny." It was then the bureau chief of the '*Miami Herald'* who stated;

> **"Something was out there. Something we all saw clearly. Something that is yet to be explained".** [cccxxiii]

UFO paces passenger plane | Blue Book | Braniff Airlines | Indianapolis: On May 4, 1966, the pilot of an eastbound Braniff Boeing 707 passenger plane contacted Air Traffic Control at Indianapolis Center that a UFO was pacing their aircraft.

Captain A. Speegle of Flight 542 was at 33,000 feet when the UFO appeared near or above their position. Speegle said the UFO was "brightly lighted." The high-altitude control at Indianapolis, Mr. Dale Bricken observed the object on his radar scope as it tracked the airliner for 15 miles. The UFO was picked up on radar near Newcomb, Kentucky was above the 707.

The UFO paced the 707 then broke sharply to the left, then went up and over the airliner and disappeared to the southwest at a very high rate of speed. A Teletype was prepared at Bunker Hill Air Force Base, Indiana and forwarded to ADC, Ent Air Force Base, (CO), 30th Air Division Truax Field (WI), AFSC Wright Patterson Air Force Base OHO), HQ USAF, Washington (DC) and ISAF Washington (DC).

Bricken also observed the object make its breakaway movement to the southwest. There was no IFR traffic carried on the centerboards at the time. An American Airlines pilot passenger plane

some 20 miles behind the Braniff Aircraft witnessed the lights and in response turned on his landing lights for ID. Telecom received this report from Mr. Agness, the Indianapolis Center watch supervisor. A report was prepared and sent to Truax Field (WI), AFSC Wright Patterson Air Force Base (OH), HQ Washington (DC) and OSAF. There was no formal conclusion in the file.

On this same day in Indiana, several witnesses reported seeing a football-shaped UFO over Indianapolis around 10:00 pm. The Air Force investigated these two sightings and could not come to a decision based on "insufficient data for evaluation." [cccxxiv]

500-foot diameter disc | Henry Ford II | Austin, Texas: On April 16, 1968, Henry Ford II was traveling aboard the Ford Company Jetstar plane when they encountered a UFO near Austin Texas. As the aircraft approached Austin, the pilots sighted a huge, round object flying directly overhead. Because of the size of the object, the Pilots first thought it might be an unusually large research balloon. They soon realized this large object was moving with them. Several minutes later they realized, the unknown UFO was not just moving with them, it was pacing the jet, matching its ground speed of 535 knots (616 miles an hour).

In his book: *"Aliens from Space,"* Donald Keyhoe shared the comments of the senior pilot on the UFO:

1. “it looked twice the size of DC-8”;
2. “our guess was 500 to 600 feet in diameter”;
3. “there were no protrusions or windows”;
4. “all the passengers saw it, but no one could identify it”;
5. “it paced the Jetstar for at least one hour.”

Ford said: "he had asked the senior pilot to contact the Air Force so that they could send up an interceptor. However, the pilot begged off, fearing AF ridicule."

“When the story broke reporters descended on the Pentagon and AF Headquarters. Caught in a serious dilemma, AF spokesmen tried

to stall the story and conclusions of the encounter." According to Keyhoe's book: "The Ford company pilots had already knocked down the balloon answer." The Air Force had no comment. [cccxxv]

UFO near the Moon, Apollo 10 | Earth's Moon: On May 18, 1969, Apollo 10 was launched from Kennedy Space Center on a Saturn V rocket. The Astronauts were Thomas P. Stafford, John W. Young, and Eugene A. Cernan. It has been stated UFOs were witnessed near the moon when homeward bound. A film was taken during this flight, showing a UFO flying near the command module.

The characteristics of this film show the following: 1) the UFO is flying between the surface of the moon and our Apollo 10 command module, 2) the UFO approaches from the opposite direction of our craft, 3) It is self-illuminating, 4) the UFO passes the command module on the left side as you look at the command module head on. 5) The object has a slight contrail about twice the length of the object. 6) The object appears to be round in shape. This is not a comet, meteor or asteroid. It is also not "one of ours." The film can be seen today on *YouTube* as well as other sources.

UFO near the Moon, Apollo 11 | Earth's Moon: On July 16, 1969, Apollo 11 was launched from Kennedy Space Center on a Saturn V rocket. The Astronauts were Neil A. Armstrong, Michael Collins and Edwin "Buzz" E. Aldrin, Jr. Again, it was reported UFO was spotted near our craft as we approached the moon and while leaving the moon.

The film was taken during the flight revealing these objects. In one movie we note the command module is traveling above the moon. The film is made from the LEM vantage point. We are looking at the command module head on. The characteristics of this sighting are:

1. A UFO travels on the right side of the module in the opposite direction. Grok2006 uploaded this on August 21, 2006.

2. In another 4 minute and 5-second film, an analysis was performed and uploaded by UFOevidence101 on April 21, 2011, the person doing this analysis Phil Roberts December 2009, slows down the film to show a small UFO approaching the command module as if to determine what it is. UFOevidence101 also uploaded a similar clip on February 2, 2012. [cccxxvi]

UFOs approach three passenger planes | United Airlines, American Airlines | Missouri: On June 5, 1969, three planes encountered the same UFO over St. Louis, MO. American Airlines Flight 112, United Airlines Flight and a National Guard Jet heading east all approximately between 37,000 to 41,000 feet witnessed four dart shaped objects flying in formation.

Though, this event was tracked on Radar an official spokesman stated this was a "meteor." In contrast, the National Guard pilot in an interview later exclaimed, the four objects approached his jet "while in a formation" on a direct collision path, then altered their course abruptly and ascended quickly at the last moment.

An FAA air traffic controller, James V. Beardsley was flying jump seat on the American Airlines Flight 112; when he saw the objects approach directly in front of the plane. He shared the objects flew within 300 feet of their aircraft. [cccxxvii]

NOTE 1: According to Major Keyhoe, Beardsley told NICAP, that "the larger UFO was about eighteen to twenty feet long, seven or eight feet thick at the center and twelve to fourteen feet across the back." The others reportedly were smaller in size, and all were a burnished aluminum in color. The American co-pilot radioed St Louis FAA Control Center. "A controller told him they were tracking "unknowns" near the airliner." All three planes acknowledged the sighting of the small fleet of UFOs in a formation. An official report was filed with the FAA.[cccxxviii]

NOTE 2*:* Are you aware of any Meteors, which fly in formation and ascend?

Chapter 12: Bombers and Transports

In World War II, military pilots and crew members reported spherical UFOs following their bombers. The countries reporting such objects were American, British and German bomber crews. American and British pilots first believed these spheres were some form of German invention, while the Germans believed these devices were British or American.

Once it was determined these flying spheres were determined "not-man-made" the term for these objects became "foo-fighters."

The UFOs at the time were silver, black and orange colored spheres. In some cases, tail gunners would open fire on the large spheres but were unable to shoot them down. Furthermore, as these spheres flew alongside our bombers (e.g., off the wingtip), the plane engines would sputter and misfire due to electromagnetic interference coming from the flying device.

In this chapter, we will review, such cases from the 1950s and 1960s. You will also note, it's not just sphere-shaped UFOs that followed the bombers, but disc and egg-shaped crafts.

UFO Paces B-29 Bomber | Indian Ocean: This next case comes to us from author Jerome Clark. On August 10, 1944, over the Indian Ocean, the co-pilot of a U.S. Army Air Force B-29 Superfortress heavy bomber reported that:

> **"A strange object was pacing us about 500 yards off the starboard wing. At that distance, it appeared as a spherical object, probably five or six feet in diameter, of a very bright and intense red or orange. It seemed to have a halo effect."**

Figure 38 - B-29 Superfortress "Bockscar" Martin Omaha | [cccxxix]

"My gunner reported it (UFO) coming in from about a 5 o'clock position (right rear) at our level. It seemed to throb or vibrate constantly. Assuming it was some radio-controlled object sent to pace us, I went into evasive action, changing direction constantly, as much as 90 degrees and altitude of about 2,000 feet."

"It followed our every maneuver for about eight minutes; always holding a position about 500 yards out and about 2 o'clock (right front) in relation to the plane."

> **"When it left, it made an abrupt 90-degree turn, accelerating rapidly, and disappeared into the overcast."** ***[cccxxx]***

60-foot diameter disc follows DC-3 | Blue Book | Bethel, Alaska: On August 4th, 1947 (AK) two Alaskan veteran pilots in a DC-3 engaged an aerial pursuit of a "disc-like object" northwest of Bethel, Alaska.

Pilots Jack Peck and co-pilot Vance Daly informed the Civil Aeronautics Administration that the incident occurred at about 500 feet in altitude. The *'Sitka Sentinel'* shared the following CAA report:

1. "The object looked like a "disc-like object resembling the rear view of a C-54 without motors or flying wing;"
2. "The wind was negligible and the ceiling and visibility unlimited.";
3. "The object took a true course northwest and had no visible means of propulsion."

After determining no reported traffic at Bethel. Peck followed the object in a DC-3 for five minutes at an indicated airspeed of 170 miles per hour before it disappeared."
[cccxxxi]

According to Air Force files the object (disc) spotted was:

1. “larger than a C-54 (over 60 feet in diameter)”;
2. “black in color and saucer-shaped”;
3. “between 500 and 1,000 feet in altitude”;
4. “no more than 1,200 feet from the DC-3”.

The Air Force also said the witness shares it had:

1. “a smooth surface and was streamlined in design”;
2. “no wings and no visible signs of propulsion”.

The report also states according to officials in charge of the Airlines, Captain Peck: "is not the imaginative type."

The Air Force files suggest the pilots were startled by another “conventional aircraft” and gave chase. The AMC said the pilots were partially blinded by the object being silhouetted against the brilliant sky”.

Comment | Though the AMC labeled this conventional, it appears it was not according to Captain Peck's top-down view of the object. The sudden acceleration of the object away from Captain Peck assumes the UFO was a non-conventional object leaving the scene. Several factors rule out traditional aircraft. This object;

1. “was Saucer shaped”;
2. “had no wings”;
3. “had no tail section”; and
4. “had no means of propulsion.”

Finally, the sudden acceleration of the object away from Captain Peck leaves us with the fact this case was incorrectly labeled. [cccxxxii]

UFO passes under a B-36 bomber | Dallas, Texas: On March 16, 1950, Navy Chief Petty Officer at Naval Air Station saw a flat oval UFO pass under a B-36 bomber at Dallas, Texas.

According to USAF Captain Edward Ruppelt; “Just before noon on March 16, Chief Petty Officer Charles Lewis saw a disk-shaped UFO come streaking across the sky and buzz a high-flying B-36. Lewis first saw the UFO coming in from the north, lower than the B-36; then he saw it pull up to the big bomber, as it got closer.”

“It hovered under the B-36 for an instant, and then it went speeding off and disappeared. When the press inquired about the incident, Captain M. A. Nation, commander of the air station, vouched for his chief and added that the base tower operators had seen and reported a UFO to him about ten days before.” [cccxxxiii]

Figure 39 - The B-36 bomber, courtesy the U.S. Air Force, [cccxxxiv]

2 Spheres pace B-36 | Blue Book | Washington County, Vermont: On March 22, 1950, a civilian witness reported two white sphere-shaped UFOs flying in a formation with a B-36 over Montpelier, Washington County, Vermont.

The observer shared the two spheres were breaking up the cirrus clouds as they passed through them.

The Air Force file reveal a B-29 had been in the area at the time and not a B-36. The Air Force came to the conclusion the witness observed “reflections” from the B-29 aircraft. [cccxxxv]

Comment | UFOs are known to break clouds as they pass through. This phenomenon was shared during the 2006 Chicago

O'Hare UFO sighting over the United Airlines Terminal.

Texas resident witnesses' discs near B-36 | Austin, Texas: On March 30, 1950, on Thursday and Wednesday residents, reported several saucers over Austin. One police Sergeant (Mr. A.E. Garrison, Jr.) was convinced with his 20/20 vision that the object, something like a jet was hovering around a B-36. However, the citizens reported certain aspects that did not conform to a plane in flight.

Sterling McLean reported an object circle around for about 5 seconds at 3:50 pm. Then the disc gave off a cloud of smoke and "noiselessly" disappeared. A man working near the home of Mrs. Rowell reported seeing three discs in the sky at 4:00 pm. Mrs. Rowell, her son and a friend also saw the three objects. Mrs. Rowell also reported seeing a "big round disc, going "straight up with a puff of smoke trailing behind."

Another Austin woman living at Hyde Park looking for the B-36 saw instead a silver object, which "flipped over and hung smoking in the air for three seconds." She said, "I know a jet, and this wasn't one."

Another gentleman (J.S. Osborne) and veteran of the Air Force saw flying objects at 1:30 pm and 2:00 pm and said they were not jet planes. Osborne said the shiny disc-like object came into view from the northeast. It was more than 50 feet in diameter and some 6,000 feet up in the air. It hovered for a few seconds and then suddenly vanished into the sun.

Two students at Southwest Texas State College, Joe Scott and Bob Glazer said they saw two discs directly over the college. The objects reportedly were high up and after a few seconds headed north at high speed.

A weather bureau observer said he saw what might be mistaken for a disc shortly after 3:00 pm. He said: "I know it was a plane flying at an altitude of about 20,000 feet. It would be easy to mistake for a flat, disc-like object at that altitude, especially with the sun shining brightly on it". [cccxxxvi]

A photograph on the web now reveals a B-36 in flight with a UFO flying past the bomber in the opposite direction.

Some half dozen persons in parts of the city reported seeing a strange object cavorting around a B-36 as it droned high over the city. Sterling McLean, a University of Texas sophomore, said the object circled the B-36 and then the disc gave off a cloud of smoke and disappeared. Several persons with the McLean, including a staff writer on Daily Texas and two university workers, said they saw the object too.

Mrs. C.M. Rowell came running into her yard at the call of her 10-year-old son, Ted, and his playmate, David Parker. She shared: “There was a big round disc, going straight up with a puff of smoke behind it.”

Officer and Sergeant A. E. Garrison, Jr. and Weather Bureau observer, Mr. Larry Donahue, said that it might be a plane in the sky. They believed a plane could be mistaken for a disc at that altitude (20,000 feet). Donahue said he saw a plane at the same time as the disc being sighted. [cccxxxvii]

If the drone of the B-36 was heard from a 20,000 altitude, no one explained why the other plane, (if an aircraft) engines were not heard when it took off.

UFO | Davis-Monthan Air Force Base, Arizona: On January 1, 1950, at Monthan Air Force Base, some members of the 43rd Air Refueling Squadron stationed at Davis-Monthan Air Force Base, Arizona, sighted a UFO.

“When this object was first seen it appeared to be hovering in the air about 15 nautical miles north of Davis-Monthan Air Force Base.”

The UFO stayed in this position for approximately 10 minutes. “At the approach of a formation of three B-29 aircraft, the UFO rushed toward the northeast and disappeared. In moving to the northeast, it had an estimated speed of 500 miles per hour.” The UFO appeared to be in a dive at an angle of approximately 10 degrees to the horizontal. “Sunlight glistening off the object led the witnesses to believe it was spinning.” [cccxxxviii]

Triangular UFO passes C-47 | Blue Book | Tucson, Arizona: On June 15, 1950, at Tucson, Arizona. At 8:25 pm a National Guard Pilot (Lt Colonel) flying a C-47 from Kelly Air Force Base, Texas to David Monthan Air Force Base reported a UFO sped by his plane.

While flying at 11,000 feet an object the size of his aircraft (a C-47), flew by his jet at 1,000 feet. The UFO was described as an Equilateral Triangle. The UFO was heading west at an estimated speed of 700 mph and left no trail. The object had no conventional aircraft lights on the craft but appeared to have ten to twenty white lights evenly spaced around the perimeter of the object. The visibility was clear for 30 miles according to the pilot. The Air Force concluded this was an "aircraft." [cccxxxix]

Comment | This case is misclassified: If a Lt Colonel pilot has a near miss within 1,000 feet of a craft the same size as his own which has no conventional lights, what was it? Ten to 20 white light evenly spaced around an object is most likely some other design.

Disc follows B-36 |near Dallas, Texas: On September 7, 1950, on Thursday people in Dallas reported seeing a flying disc making passes at a B-36 over the city. According to two Texas papers, a half a dozen people called the '*Dallas Morning News'* to report they witnessed a round metal object chasing the tail of a B-36.

According to the observers, the B-36 pilot must have seen the disc following the bomber as it then executed a circle to get behind the disk. The observers using high- powered binoculars said the disk then took off at high speed toward Houston. In a matter of seconds, the disc was gone. [cccxl]

Figure 40 - B-36 Peacemaker - 95th Bombardment Wing, Biggs AFB, Texas | [cccxli]

According to the paper, both Carswell Air Base and Convair in Fort Worth admitted B-36 planes were in the air on Thursday, but they denied a chase with a flying saucer.

Comment | A Jetfighter would have been a good excuse; except for the fact, the Air Force had no viable flying "round" discs in the U.S. arsenal at the time. Also, if the bomber crew had seen the disk as suggested by the turn to come up behind it, the pilot would have had to report this to their superiors. Procedures (unless a classified case) would have required this encounter to be placed in Project Blue Book files. Since this report did not make the Project Blue Book files, we must conclude it became a part of the "classified reporting channel" as confirmed by General Bolender.

UFO on the port side of aircraft | Blue Book | 140 miles from Tsingtao, China over Yellow Sea: On October 18, 1951, at 3:33 am a waist gunner aboard a PBY Mariner, RD-5, US Navy patrol plane sighted an unidentified light on the port side of aircraft over the China Sea.

All hands-on board the plane observed the UFO. It was described as being 60 feet long and having wings that were swept back and down with dihedral at the tips.

The radar man confirmed the contact reporting the distance at 12 miles at an estimated 4,000 feet altitude. Ensign George Gregory, the Patrol Plane Commander, made a turn to place the object between the moon and the PBY. The craft turned also and pulled ahead to twelve miles.

The PBY applied power and closed to about 3 to 4 miles. During this time the craft was observed with binoculars.

The craft accelerated slowly to 16 miles where it again was confirmed by radar. It then rapidly pulled away to 22 miles, and all contact was lost. The total length of observation was approximately 22 minutes. [cccxlii]

UFOS OVER KOREA

February 10th to 29th 1952 newspapers from around the country carried a UP story reporting various U.S. B-29 bomber crews witnessing flying saucers near their planes over Korea. These stories can be read in the U.S. Project Blue Book files.

The reports reveal three-foot diameter discs or circular ball-shaped objects would appear out of nowhere, continue alongside and at times follow the bombers. At first military official thought these could be new guided missiles or jamming devices for plane engines.

Time after time, these objects were not attacking our bombers; however, they appeared in an "observational mode." Eyewitnesses swore these spheres rotated circularly. A few reflected different colors such as gray, red, black and orange. Some bright orange objects intermittently emitted a bluish light and at times would pulsate.

In a '*Daily Boston Globe*' article when news agencies inquired the Air Force about the encounter, the official line was as usual: "there is no doubt about the facts, but the Air Force still does not believe in flying discs."

The Air Force then reversed course and ordered a full investigation. One report stated the Air Force believes these "foo fighters" or "fireballs" are not natural phenomena but propelled objects.

Joseph and Stewart Alsop wrote part of the above story carried in the '*Daily Boston Globe'* (February 19) and the '*New York Herald Tribune*' (February 18). Another essential information piece found buried in the project files noted when this first story was carried over Teletype. The message began with "Air Force Spokesmen in Tokyo and Korea refused to Comment. They said; "The Information was Classified."

Further asking a Fifth Air Force spokesman in Korea if this has happened before with Night Fighters or B-26 crews, the response was: "To Affirm or deny it would put us in the position of discussing it and we cannot discuss it."

In further research of project blue book records, these dancing spheres also flew over Northern Japan airspace next to a U.S. F-84 Thunderjet. A second pilot witnessed the same type of event the very next month on March 29. This time the object came in shiny metal! [cccxliii]

Figure 41 - F-84B of the 48th Fighter Squadron, 1948 | [cccxliv]

UFO makes pass | Northern Japan: On March 29, 1952, the Air Force admits that a small, metallic disc-shaped object made a controlled sweeping pass at an American jet fighter-bomber in northern Japan.

The UFO was no more than 30 to 50 feet from the jet, it had no projections (e.g., tail, wings, etc.), and no vapor trails. The object appeared silver or chrome in color. The UFO caught up to the F-84 Thunderjet and hovered. In a second encounter, the same week, one pilot flying a propeller craft observed an F-84 come alongside him, who then noted a disc was following the F-84. [cccxlv]

130-foot diameter UFOs near C-124 "Globemaster" | Blue Book: On April 24, 1952, around 5:00 am a crew of C-124 type aircraft assigned to the 1st Strategic Support Squadron, Biggs Air Force Base Texas were over Bellevue Hill, Franklin County, Vermont when they sighted Flying Saucers.

The plane was flying at 11,000 feet when off to their right they observed three discs flying in a loose fingertip formation. For two to three minutes the discs paced the plane then disappeared. Five seconds later they reappeared on the left of course.

The objects were described as being round, and blue in appearance, no light, vapor trail or exhaust could be observed. They traveled at high speed and faded from sight very rapidly. The objects were estimated to be 50 miles in the distance and their size to be the proportions of a C-124 (Globemaster).

The witnesses were Captain Jack E. Bledsoe, Captain George J. Lewis, S/Sgt Ray O. Young. The C-124 was supported by six B-36 aircraft (of the 11th Bombardment Wing Heavy) on a simulated combat mission. The report was found in an Air Intelligence Information Report made within 48 hours of the sightings.

Figure 42 - C-124C Globemaster, courtesy of the U.S. Air Force, [cccxlvi]

The report was relayed from Maine via restricted landline to Carswell Air Force Base, Fort Worth, Texas.

General Childlaw inquired as to whether Air Defense Command Radar Station Site 14 had any returns on these objects. No recurrences were noted. In another statement, it was shared the St. Albans, Vermont 764th Aircraft Control, and Warning Squadron experiences radar jamming in the early hours 0704z and 1035 Zulu.

The Air Force concluded this sighting was an "Unknown." The Teletype message was sent to Air Defense Command Ent Air Force Base (CO), ATIC Wright Patterson Air Force Base (OH) and other commands stated:

"What they described as flying saucers". [cccxlvii]

NOTE: The C-124 Globemaster is 130 feet in length with a 174-foot wingspan. If each of the three discs appeared to be the size of such aircraft the discs would be 100 to 130 feet in diameter.

Two spheres pass over B-36 bomber | Blue Book | Davis-Monthan Air Force Base, Tucson Arizona: On May 1, 1952, at

Davis-Monthan Air Force Base, Tucson Arizona. At 9:10 am witnesses observed two unidentified flying objects above 35,000 feet in altitude.

The observer was in front of the Base Hospital observing the flight of a B-36 heading in a North West direction. The objects described as round in shape, shiny metal in color had no protruding surfaces.

These two objects traveled in a line formation above the B-36 overtook the B-36 about 3 to 4 times the speed of the bomber. Once they passed the B-36, they slowed to the same speed as the bomber, which was estimated at 300 miles per hour.

The second object executed a sharp no radius 70 to 80 degree turn from the B-36 and proceeded to ¼ the distance to the horizon. It then executed an immediate stop, hovered for 30 seconds where it seemed to shimmer and dance. This object then shrunk in size and disappeared.

When the observer returned his eyes to the B-36, the other object was gone. Both objects emitted no noise and had no contrails.

The sound of the B-36 could be heard. In a July 14, 1966, Dr. James E. McDonald, wrote a letter addressed to Major Hector Quintanilla, Jr. (Wright Patterson Air Force Base), it was reported over seven military officials at the base witnessed the same craft from the ground. Also, an earlier file (now not in the folder) had testimonials from the pilots on the B-36. The report indicated it was one of the most significant UFO files ever reported. The crew recalled seeing the object below them and not above them as reported above. The crew was a bit shaken according to other reports.

The crew was interrogated when it landed. According to another letter in the file, the aircraft was coming from Carswell Air Force Base, Texas on a flight to March Air Force Base, California. It was mentioned the contents could be in either one of these base files. [cccxlviii]

Six UFOs | Blue Book | Tucson, Arizona: On September 17, 1952, at Tucson, Arizona. At 11:45 am a civilian couple, and two

others observed six flat shiny large UFOs in two sightings of three objects each. All six objects appeared to have the same shape, size, and color. Mrs. Hollingsworth stated the objects were flat in shape and very bright in color. Mr. Hollingsworth noted a B-50 took off from Davis- Monthan Air Force base and he said the first group of three objects was ½ the size of the bomber.

The Bomber and first three "discs" were below the skyline of the Tucson Mountains. No exhaust trails were seen, and no propulsion noises could be heard other than the B-50 passing directly overhead. The first formation headed northwest at a slow rate of speed, while the second group of three (similar objects) headed southwest at a faster speed. The Air Force confirmed the couple and other witnesses were of good character and seemed sincere in what they reported. The FLYOBRPT was prepared by Captain Rudolf H. Pestalozzi, USAF on September 22, 1952. The Air Force concluded the sighting was "Unknown." [cccxlix]

100-foot diameter disc above B-47s | Blue Book | Sky Harbor Tower Airport, Phoenix, Arizona: On July 14, 1954, a civilian reported a disc-shaped object larger than a B-47 as he was watching several B-47's at Phoenix flying. He watched the single disc for three minutes. The B-47's were at 40,000 feet, and the object was at a higher altitude than the bombers and appeared larger than the planes he was observing.

The observation was from CAA Tower at Sky Harbor Tower Airport in Phoenix who passed it on to Luke AFB.

A Teletype message was sent from the Commander at Luke AFB to Commander ENT AFB, (CO), Commander ATIC Wright Patterson AFB (OH), Director of Intelligence HQ USAF Washington (DC) and Commander ATRC Scott AFB (IL).

The Air Force concluded the witness saw a "probable aircraft." The Air Force admitted no report came from the B-47's in the area or anything unusual. [cccl]

Three (3) delta-shaped UFO pass B-25 bomber | Carson Sink, Nevada: On July 24, 1952, at 3:40 pm two Air Force Colonels in a B-

25 were over Carson Sink, Nevada when they spotted a "V" formation of disks.

The B-25 plane took off from Hamilton Air Force Base (CA) on was to Colorado Springs. At first, the three objects were thought to be F-86's traveling at 11,000 feet.

Figure 43- Mitchell B-25 Bomber by Kristian Jones |[cccli]

As they approached the crafts, they realized they were not F-86's, but bright silver, delta wing crafts with no tails and no pilot canopies. They confirmed the object had a sharply defined ridge that ran from the nose to the rear of each craft. According to Captain Ruppelt, the UFOs then made a slight left bank and shot by the B-25 at speeds three times that of an F-86. Upon landing the Air Defense Command Headquarters interviewed the two Colonels. According to the witnesses, the story was changed to reflect F-86s passing the bomber. [ccclii]

B-36 bombers chased by Saucer | Waco, Texas: On August 13, 1952, on Wednesday at 9:00 am an unidentified woman living on Morrow Avenue telephoned authorities to report she witnessed a shiny metallic flying saucer chase several B-36 bombers over Waco, Texas.

Another witness, Mr. J. N. Pryor on Eighteenth Street confirmed seeing the saucer with the B-36s. He said this saucer was not following the planes when he saw it; it was going in the other direction. In fact, the UFO appeared to be circling over the city and just keeping an eye on the bombers.

He didn't think it was any weather balloon either. Furthermore, Mr. Richard Braun, son of J.F. Braun, a long time Air Force colonel in World War II, said at 11:30 am, he witnessed a flying saucer chasing

a jet plane. One skeptic believed, people saw jet planes escorting the bombers. [ccliii]

Air Force crew and Marine Pilots reports disc | Blue Book | Texas and Arizona: On September 4, 1953, the aircrew of an Air Force C-47 observed a UFO over Texas and Arizona.

The UFO was heading in the opposite direction of their aircraft, roughly paralleling their flight path at a distance of twenty-five miles. The Air Force crews described the UFO as:

1. “having a greenish blue pulsating light similar to an exhaust flame”;
2. “being observed for two minutes duration”;
3. “being at that distance, they estimated the light to be approximately two feet in diameter”;
4. “moving at speed exceeding 500 mph.”

Another aircraft in the area, flown by a Marine said: **"the flying light he saw was "dusty-looking" as if vapor surrounded it."**

The altitude of the C-47 was 10,000 feet, and the elevation of the object appeared to be between 18,000 and 20,000 feet. The weather was clear with no moon. The location of the observation was 30 miles east of Winslow, Arizona in the vicinity of Holbrook. “The pilot contacted the CAA station at Winslow and reported the observation. CAA called back that their radar equipment was unable to track the unidentified object on radar.”

After a short radio silence, the station again contacted the pilot and stated that the CAA station at Zuni reported the same observation. The USAF case file said: “from their impression got the object had turned south.” Furthermore, on five separate occasions, the object “appeared to be standing still.”

It was learned that a Marine aircraft was also in the area at the time and its pilot observed the same object.

The Marine pilot stated that he was flying at an altitude of 11,000 feet and was west of Zuni when the strange object appeared.

Zuni Radio said it had two men on duty when the flying light passed by, and both of the men sighted an intense white light for a few seconds in the southeast sky moving in an eastern direction.

This white light flashed four or five times and seemed to be at an altitude of 18-20,000 feet.

The comment of the officer that prepared the report on the case expressed doubt the light in question was from an aircraft.

Referring to the C-47 crew's observation, the officer wrote: “Because of the head on paths of flight, this object would not appear to be a normal jet exhaust.”

Figure 44 - Douglas C-47 Skytrain - courtesy of the U.S. Air Force, [ccccliv]

A teletype report was prepared at Olmsted Air Force Base and forwarded to: The Director of Intelligence HQ, USAF (DC); ATIC Wright Patterson Air Force Base (OH); ADC Ent Air Force Base; MATS (DC) and HQ Flight SV (DC). This case was classified "Astronomical – Meteor. [ccclv]

Comment | So, what was this object? Was it a meteor or aircraft? If the two statements from the Control Tower operators are correct, (e.g., object turning south, and appeared at five times standing still), the object would not be a meteor.

Disc hovers over seven B-29 bombers coming into land | California: On October 1, 1953, according to AP a businessman at Merced, California, observed a round UFO high above seven B-29 bombers as the planes came into land at Castle Air Force Base. According to the ‘*Reno Evening Gazette’*: witness John Nix said: “The saucer looked as round as a baseball.”

“It hovered for about five seconds and then shot away at a terrific speed.”

The air force said none of the bomber crews reported seeing the saucer.” [ccclvi]

160-foot-long Cigar ship | Blue Book | over Las Vegas, Nevada: On May 30, 1954, two Air Force pilots in a C-47 reported a Cylindrical flying object the size of a B-36 over Las Vegas, Nevada.

The Pilots described the object as being gray in color, the size of a B-36, having no wings or tail surface. As to speed, they said it was "phenomenal" at 8,000 to 10,000 feet in altitude. At the time of the sighting, the weather was clear skies with thirty miles visibility.

The case file reveals the report was made at March Air Force Base in California. No other notes or documents were in the file (see my comments below).

A Teletype Report was prepared for Commanders at ATIC Wright Patterson (OH), Director of Intelligence (Washington, D.C.), Andrews Air Force Base (MD), and Orlando Air Force Base (FL).

The Air Force concluded "insufficient data for evaluation." However, it was stated a "Possible meteor" based on flight and duration could be the cause. [ccclvii]

Comment | I have several issues with the way the Air Force classified this case:

1. When Air Force pilots report a UFO case – usually there is a conclusion to the evaluation whether believable or not: "Unidentified" or "Balloon" or Venus," etc.
2. The men were debriefed, and it is believed these findings are not in the blue book files.
3. Air Force pilots know the difference between a meteor and an object that looks like a B-36. Even I know the difference between such objects, being an Air Force Brat.
4. A meteor of 160 feet in length would have hit the ground, making a massive explosion – possibly damage to nearby

forests, buildings, etc.

5. For the reader, the B-36 was 162 feet in length and had a wingspan of 230 feet. The C-47 was 63 feet long and had a wingspan of 95 feet. This object whatever it was, appeared over twice the size of the C-47.

UFO paces B-47 Bomber for 1 hour | Blue Book | Minneapolis, Minnesota: Around 9:00 pm on June 1, 1954, the crew of a U.S.A.F. B-47 jet bomber at 34,000 feet reported being paced by a UFO. According to the crew, the UFO remained with the bomber for 1 hour and over 400 miles. The crew could see the object appeared to have running lights.

A Teletype message went to ATIC Wright Patterson Air Force Base (OH), also Secretary of Defense Washington DC and CG Air Defence Command Ent Air Force Base (CO). The Air Force was not able to conclude other than "Unidentified." [ccclviii]

UFO escorts four (4) Bombers | over New Jersey: This next case comes to us from the '*Delaware Valley News'* found in the research papers of Loren E. Gross. This case does not show up in Project Blue Book. On July 11, 1954, around 9:00 am a UFO appears near four U.S. Bombers over the state of New Jersey.

The article shares: "The impressive spectacle of four mighty jet bombers flying several thousand feet above Hunterdon on Sunday morning, July 11, was made even more impressive to several independent observers by a tiny silver object which suddenly appeared beside one of the planes. At least one rattled spectator thought it was a bomber. However, it took Mrs. Dennis Constantine and a pair of field glasses to identify the object as a flying saucer."

"It was about 9:00 am that Mr. and Mrs. Constantine watched the formation flying West over Allerton. After a second, Mrs. Constantine dashed into the house to get her field glasses for a closer look."

"Just as I had sighted one of the rear planes,' she recounted, 'a silver dome-shaped object, motorless, noiseless and glinting in the

sun, came suddenly into my view."

"The planes, trailing streams of snowy vapor, were heading West. This strange object, which at first, I believed to be an escort plane, appeared from out of nowhere and flew directly thru the trailing vapor behind the last plane and was heading northward. Then it swerved off and vanished." Mrs. Constantine shared: "If I hadn't seen it, I wouldn't have believed it!"

When asked if she would report the saucer to the Army authorities, Mrs. Constantine only shrugged."

> **"What would be the use?" "They always label such reports as only 'figments of the imagination."** [cccliix]

RB-47E paced by UFO | Blue Book | near Columbus, Ohio: On June 23, 1954, around 10:00 pm the pilot of a C-47 (RB-47E) serial number 263 reports a UFO is following his transport plane. The UFO facts;

1. "the plane was between Dayton and Columbus when the UFO appeared near the plane";
2. "was extremely fast";
3. "it was described as a white object the size of a baseball at 25,000 feet";
4. "made a gradual turn and began a slight climb.";
5. "it then flew out of sight";
6. "the length of the observation was 30 seconds."

A Teletype message was prepared and forwarded to the commands at 1) HQ Washington (DC), 2) Commander ADC Ent Air Force Base (CO), 3) ATIC Wright Patterson Air Force Base (OH), 4) SAC OFFUTT Air Force Base (NE)and 5) Barksdale Air Force Base (LA). The Air Force concluded the object seen was most probably an "aircraft. [ccclx]

Figure 45 - The B-47, courtesy of the U.S. Air Force, [cccIxi]

UFO on a collision course with C-47 | Blue Book | near San Marcos, Texas: On August 15, 1954, a brief Teletype message related to a UFO report from military pilots of a C-47 near San Marcos, Texas. The description of the UFO:

1. “the object was oblong in shape”;
2. “about the size of a nickel held at arms-length”;
3. “it had a dark blue silhouette;”
4. “there were no discernable features.”

Flight Characteristics: The UFO appeared to be flying in formation with the C-47, except that it was in a slight angle heading toward the observing plane.

At one point the object executed a 45-degree angle away from the C-47, then turned back into the flight path and crossed in front of the military transport plane. The object then disappeared.

A Teletype message was prepared and forwarded to the following commands: 1) (CG) at ADC Ent Air Force Base (CO); 2) ATIC Wright Patterson Air Force Base (OH); 3) Director of Intelligence HQ U.S.A.F. Washington (DC); 4) Commander TTAF Gulf Port (MS); and the 5) Commander at ATRC Scott Air Force Base (IL).

The Air Force at ATIC Wright Patterson concluded the cause of this case was “Unidentified." [cccIxii]

Comment | The lack of information in the case file leads us to several conclusions;

1. The sworn testimonies are classified (not public),

2. the Air Force did not want the public to see the details of potential near miss collision.
3. someone up the chain of command would want to know "all the details."

120-foot diameter disc parallels B-25 bomber| Blue Book | Cochise, New Mexico: Around 1:44 pm on January 1, 1955, a Military Pilot along with a student pilot in a B-25 observed a 120 to 130-foot diameter metallic disc near Cochise, New Mexico. The observers described the object as appearing like: “two pie plates put together at their rims.”

The disc approached the B-25 with its leading edge forward. The UFO soon took up a position off the wingtip of B-25 bomber and flew parallel for seven minutes. After 7 minutes the large disc took off. The facts in the Air Force case file share the UFO was;

1. a “spherical, red & white object.”;
2. hovering “off their left wing for 5 minutes”;
3. able to make a “steady climb at high speed.”

A Teletype message was prepared and forwarded to the following commands: 1) ADC ENT Air Force Base (CO); 2) 34th AIR DIV Kirtland Air Force Base (NM); 3) ATIC Wright Patterson Air Force Base (OH); 4) Headquarters U.S.A.F., Washington (DC); 5) ATC Scott Air Force Base (IL).

The Air Force concluded that the cause of this sighting was "unidentified and unknown" though we did not find the pilots comments or final report in the file. [cccIxiii]

Comment | In researching this case, I noticed the file contained no detailed interrogation notes or the witnesses signed statements.

I find this case highly suspect in that the flight instructors report should have been in the blue book project files. Especially, since we are discussing a military officer that witnessed a 120-foot diameter disc. My guess is the final report is classified "Top Secret." This disc must have been immense and dwarfed the bomber. The B-25 Mitchell was 52 feet long, while the UFO was over twice the length.

Many researchers acknowledge a separate reporting channel was used during Project Blue Book (see General Bolender comment) for the highly classified UFO cases. We can only surmise if a different reporting channel was used in this case the detailed facts were hidden from the American public. The full report for this case is most likely housed in special Government archives.

UFO paces B-25 | Blue Book | near Willcox, Arizona: On February 1, 1955, another UFO takes up a position near a B-25 and its crew. It was about 8:55 pm near Willcox, Arizona when this incident occurred. According to the files reviewed by researcher Loren Gross the following facts are shared:

"It was a clear, bright, moonlit night when Captain Delwyn F. Ritzdorf and his students observed a UFO. Ritzdorf in the right-hand seat of a B-25 functioning as an instructor pilot. With him were two student pilots from the 3501st Student Squadron based at Reese Air Force Base, Texas, R.B. Short and F. W. Miller, Jr."

"Ritzdorf turned to talk to one of the student pilots and noticed something in the sky. It was then the UFO began pacing the B-25 at the same altitude (15,000 feet]. The object moved parallel for five minutes and during this time it became apparent the UFO was slowly gaining altitude. Eventually, it disappeared in the east."

"Ritzdorf described the UFO as being the size of a baseball, sharply outlined and giving off the colors red, blue, and white." [ccclxiv]

Three (3) UFOs on a collision course with C-45 | Blue Book | New Mexico: On March 27, 1957, around 8:35 pm a C-45 and its crew encountered three UFOs near Roswell, New Mexico.

The objects appeared to be three (3) bright lights, the size of landing lights, circular in shape, and heading directly for the plane. A Teletype report in the Air Force file reveals the following facts:

1. "The pilot of the C-45 claims that when he realized the objects were on a collision course with him, he immediately flashed his taxi lights on.";
2. "One of the objects shot straight up in the air, while the other two continued to pass in front of his aircraft.";

3. "When the pilot flashed his taxi lights the objects immediately blacked themselves out (e.g., lights went out) thereby disappearing."

A Teletype message was prepared and forwarded to the following commands: 1) Walker Air Force Base (NM); 2) ADC Ent Air Force Base (CO); 3) 34th ADD Kirtland Air Force Base (NM): 4) Air Technical Intelligence Center, ATIC Wright Patterson Air Force Base (OH); 5) and the Director of Intelligence HQ U.S.A.F. (DC). The Air Force concluded that the cause of this sighting was "possible aircraft." [ccclxv]

Comment | This case appears puzzling as the following items should have been addressed:

1. The file does not share any information on other planes in the area, so the conclusion would be subjective at best without such evidence;
2. CAA, FAA protocols prohibit commercial and military aircraft from turning off all plane lights during flight.

Could we speculate this is another example of UFOs playing “hide and seek” games from witnesses.?

UFO crosses nose of Air Force Bomber: On September 19-20, 1957 an Air Force major piloting a bomber witnessed a UFO crossing the nose of his plane during flight. The UFO facts;

1. “was tracked on ground flight control radar”;
2. “was seen by the entire crew”;
3. “was white in color”;
4. “crossed in front of the aircraft”;
5. “then moved to the right at speeds far exceeding those of ordinary planes”;
6. “then disappeared from view, but the plane's radar continued to track it.”

According to the case file, the mysterious craft disappeared from the radarscope but reappeared later on both the ground radar and bomber scopes.

The UFO was again seen by all crew members. As the aircraft closed, the UFO suddenly vanished from both radar and visual observation.

The University of Colorado UFO study project said it could not identify "the phenomenon encountered." [ccclxvi]

The Crew of a B-52 report three UFOs | Blue Book | Indiana: On June 21, 1962, around 4:00 am the crew of a B-52 flying over Indianapolis observed three bright UFOs. The Pilot, Lt. Col King observed the first object out of the overhead window while looking for stars for the Navigator. Kings' report to the Air Force shared the following facts on the UFOs:

1. The crew was looking out "three separate windows of the B-52, observed the UFOs."
2. "They followed one another in 30-second and 10-second intervals.";
3. Their flight path "was level and direct.";
4. Their "brightness did not change at any time.";
5. They "emitted no flame or exhaust";
6. The entire "sighting lasted 3 to 4 minutes."

The Observer stated he had seen meteors before and is confident that the objects seen in this case could not be a meteor.

The crew knew the objects were moving in the wrong direction for satellites. The nearest thing the observer believed to compare would be a missile separation with the bodies in a trail.

The Captain checked through the other windows to confirm the object was not a reflection. The first object was heading northeast. It was then two more objects came to join the first. At one point the objects were moving in opposite directions.

Figure 46 - B-52 Bomber, courtesy of the U.S. Air Force, [ccclxvii]

A Teletype message was prepared and forwarded to 1) ADC Ent Air Force Base (CO); 2) 25 Air Division Hancock Field (NY); 3) ATIC Wright Patterson Air Force Base (OH); and 4) CSAF and OSAH Washington (DC).

The Air Force concluded the sighting of the objects could not be determined, as such they categorized the sighting as "Unidentified." [ccclxviii]

Chapter 14: The Interceptors

Figure 49 - F-100 Super Sabre over Rogers Dry Lake Bed, Courtesy US Air Force | [cccxcii]

In my book “UFOs In U.S. Air Space,” I dedicate a chapter to Jets and UFOs. Today researchers have uncovered many cases where the U.S. lost pilots and planes while trying to intercept UFOs in flight. Sadly, it's not just America who lost pilots. Canada, France, Cuba, Russian, Britain, and Spain have all reported losing pilots and planes while chasing UFOs.

These cases remain classified today by all governments. In this chapter, we will discuss UFO cases from Blue Book that remain classified.

One example that was declassified remains a mystery. On November 23, 1953, four men in two jets (F-86s) lost their lives after leaving Truax Field in Wisconsin. The first plane left the base around noon exploded and crashed.

"The second plane was leaving the base later around 6:22 pm was tracking a UFO over Lake Superior when Radar showed its image merge in mid-flight with another unidentified aerial object. The unidentified object remained on the radarscope, while our jet and crew disappeared."

No wreckage was reportedly found. Air Force documents later released blame the incident on a Canadian bomber in U.S. Air Space. Canada denied their planes were in the air, around that area at that time. [cccxciii]

UFO flew up behind T-6 | Blue Book | Andrews Air Force Base: Between 9:45 pm and 10:03 on November 18, 1948, U.S.A.F. reserve pilots (Lt's. Jackson and Combs) observed a UFO pass over Andrews Air Force Base, Maryland. According to the witnesses, the object was:

1. "highly maneuverable";
2. "whitish-grey in color";
3. "oval in shape";
4. "smaller than a T-6" (e.g., less than 30 feet long);
5. "lighted from within";
6. "highly evasive";

The witnesses added the UFO had:

1. "high acceleration capabilities";
2. "vertical maneuverability."

The UFO crossed over the base, came back again in a circular pattern, rose to 4,000 feet in altitude, dropped to 1,700 feet and then climbed up to 7,000 feet.

The observers also reported a T-6 pursued the UFO to identify the object. The T-6 made 3 to 4 passes at the UFO while climbing and attempted to dive at it.

However, the UFO dropped down and came up behind the T-6, then circled the base several times.

Figure 50 - Army Air Force North American AT-6C-NT Texan Trainer Luke Field, AZ 1943 |[cccxciv]

At one point the T-6 came to within 300-400 feet of the UFO. The pilots turned on their landing light, and the UFO responded with a

dull glow, then sped off to the Northeast at the 8,000 feet level. During the encounter, the Unidentified craft's speed varied from 80 to 600 mph and maintained a multidirectional or omnidirectional flight pattern.

Another reserve pilot, a U.S.A.F. 2nd Lt. in another aircraft over the NE corner of Andrews Air Force Base at 1,000 feet saw the object directly overhead. A further independent witness, U.S.A.F. Staff Sgt. John J. Kushner observed the object from the ground. [cccxcv]

Updated information on the Case:

Researcher Robert Hall (NICAP) shared Lt. Combs statement:

> **"I chased the light up and down and around for about 10 minutes, then as a last resort I made a pass and turned on my landing lights. Just before the object made a final tight turn and headed for the coast, I saw that it was a dark gray oval-shaped object, smaller than my T-6."** **[cccxcvi]**

Jet Chase | Blue Book | Otis AFB (Falmouth), Massachusetts: On June 10, 1949, a Jet chase occurred with a UFO off Cape Cod. USAF pilot Kirschbaum from Otis AFB (Falmouth) flying his T-6 with the 58th Fighter Squadron witnessed a white tubular 100-foot long device flying at 100 mph.

The pilot gave chase and lost the object in the clouds. The object was at an altitude of 30,000 feet. The pilot, when later interviewed, noted the large tubular shaped device emitted "no sound" and the object showed "no exhaust." The event occurred 20 miles southwest of Boston over the ocean. A formal report was prepared by Fort Devens, Massachusetts with correspondence sent to the Director of Intelligence Wright Patterson AFB (JEDC COMGENAMC) as well as First Army Control. [cccxcvii]

B-29 chases UFO| Arizona: On February 1, 1950, a B-29 is launched from Davis- Monthan AFB to chase a UFO over Arizona.

The object hovered and speeded over Tucson at an altitude of 30,000 feet.

One astronomer at the University of Arizona stated he was certain that the object was not a meteor or other natural phenomenon. The Associated Press and other wire services did not carry the report. Frank Edwards and other radio commentators were not given answers from the Pentagon. [cccxcviii]

Comment | I wonder if anyone mentioned to the pilots that two months earlier they were going to expend hundreds of dollars in taxpayer money for fuel chasing a Myth?

Astronaut Donald Slayton sees a UFO | Blue Book | Hastings, Minnesota: Across the world during this same year (1950) a UFO is sighted over Hastings, Minnesota by US Pilot Major Donald K. “Deke” Slayton. Deke Slayton also become an Astronaut for the United States. His first and only known encounter was also in 1951, which can be read in both the Blue Book archives MAXW-PBB9-660-665 as well as his book "Deke!" Though he has been interviewed many times and quoted many times, I believe the best information comes from the man's own words. Below I quote his words from his book "*Deke!"*

“It was when I was doing a maintenance test flight like this that I had my one and only encounter with an unidentified flying object”, “I was heading back to Holman Field when all of a sudden I saw this white object at my altitude, at one o’clock”, “My first thought was that it looked like a kite.”

> **“The closer I got, the more it looked like a weather balloon, and I’m thinking, that’s what it’s got to be. However, when I came out of the turn and headed straight at it, all of a sudden it didn't look like a balloon anymore. It looked like a disk on edge!"**

"Then I realized I wasn't closing in on that son of a bitch, a P-51, at that time would cruise at 280 miles an hour. But this thing kept going and climbing at the same time at about a forty-five-degree

climb. I kept trying to follow it, but he just left me behind and flat disappeared".

That same day, Deke was informed a local company had been flying a research balloon and observers had seen this same object come up beside the balloon. In his words: "The object appeared to hover; then it took off like hell."

“The guys on the ground tracked it with a theodolite, and they’d computed the speed at four thousand miles an hour." [cccxcix]

UFO passes F-51’s | Blue Book | South of Minneapolis, Minnesota: On November 24, 1951, around 3:53 pm, two F-51 pilots flying south of Minneapolis, Minnesota spot a small white unidentified flying object. The case file reveals the following facts. The UFO:

1. "looked like a Northrup Flying Wing but smaller (8-foot wingspan).";
2. "appeared to be heading east on a level flight pattern "handing in the air.";
3. “emitted no trail, no sound”;
4. “executed no unusual maneuvers.”;
5. “flew alongside the F-51’s approximately 100 feet over and 100 feet to the left of the wingman’s plane.”

The pilots then engaged their engines, made a 180-degree turn to catch up or see the object, however, the chase proved unsuccessful. The Air Force Investigator confirmed that:

1. “no other airplanes were in the area where the sighting took place.”;
2. “GCI (Ground Control) had nothing on the radarscopes other than the 2 F- 51’s.”;
3. “the F-51’s were heading west at 25,000 feet in altitude when the object was seen.”;

4. the Air Force, the pilot, was considered “fairly reliable.”

A file note specifically stated: “no activity, conditions or meteorological was present, which could give rise to the sighting.”

A report was prepared for the Commanding General at Air Material Command at Wright Patterson Air Force Base (OH). The Air Force concluded the object was “Unidentified." [cd]

UFO hovers near F-84 jet in flight | Japan: On March 29, 1952, two pilots in F-84's over northern Japan near the Russian Siberia area observed a UFO. The pilot following the lead jet saw an eight-inch diameter, very thin, round chromium colored disc approached the lead plane, hovered near the F-84 for a few moments then departed. The observer was 30 to 50 feet from the object, which left no contrail or exhaust trails. [cdi]

Figure 51 - Republic F-84F – Thunderstreak, courtesy of the U.S. Air Force, [cdii]

Updated information on the Case:

On March 29, 1952, The Air Force admits that a small, metallic disc-shaped object made a controlled sweeping pass at an American jet fighter-bomber in northern Japan. The UFO, not more than 30 to 50 feet from the jet, had no projections (e.g., tail, wings, etc.) and produced no vapor trails. The object appeared silver or chrome in color. The disc caught up to the F-84 Thunderjet and then hovered.

F-94 Jets Scrambled after 100-foot Craft | near Boston, Massachusetts: On July 1, 1952, two F-94 (Starfire Jets) scrambled to intercept a UFO that a GOC spotter saw heading SW over Boston.

The time was 7:25-7:30 am. According to the reports, no radar contact was made, and the F-94's searched the area and found nothing. The following notes are taken from this event.

Note 1: Erwin W. Nelson and wife at Lynn (9 mi NE of Boston) at 7:31-7:34 am noticed two vapor trails from the climbing jets, looked around, saw in the West a bright silver "cigar-shaped object about six times as long as it was wide" heading SW over Boston at a very high altitude, speed a little faster than the two jets. An identical UFO was following the first some distance back. No vapor trails. The witnesses watched the F-94's search back and forth far below the UFO's. [cdiii]

Note 2: At 7:30 several officers including AF Capt. Robert E. Metcalf, Petroleum Officer, 6520th Supply Sq., 6520th Test Support Wing, and USAF air policemen MSgt James Stiner and MSgt Joseph R. Bosh, 6520th Air Police Sq., near Hangar B, Hanscom Field, Bedford, Mass. (15 mi NW of Boston, W of Lynn) saw the two jets looking for what they were intercepting and saw the 100 foot long silvery ellipse “fatter than a cigar" traveling Southwest. The witnesses stated they did not spot the 2nd UFO.

Note 3: At two points, both cigar-shaped objects seemed to hover for a few seconds, then continued to climb at about 40,000 feet in Altitude. The Object(s) path intersected contrails of the two jets heading SE. Metcalf lost sight of the object on his way to the Tower after a few (2-3?) minutes then caught sight again at about 7:40, noting it had increased distance "considerably," but lost it at the Tower and unable to see it with the unaided eye or 7x50 mm binoculars.

Note 4: The Director of Special Investigations in Washington, D.C. prepared a report on "Unconventional Aircraft" with a few more details. The General Electric employee witness (Nelson) stated he believed the speeds of the "cigar-shaped objects" were estimated at 500 mph. He noted the objects at first moving in the opposite

directions against the clouds heading out to sea. Witness Nelson confirmed two jets were flying faster than the unconventional objects but lost sight of both before they converged. [cdiv]

Note 5: Around 9:30 am the two objects had crossed Long Island and headed along the east coast to stop at Fort Monmouth, NJ. Radar at Fort Monmouth picked up the two objects which then headed for Washington D.C. According to Project Blue Book, Captain Edward J. Ruppelt reported the UFO flew from Boston over Maryland to D.C. The object hovered over the Army's secret laboratories at Monmouth before heading to Washington, D.C. [cdv]

UFO paces U.S. Marine plane | Norfolk, Virginia: This next story comes to us from the "*Charlotte News*." This case was not found in Project Bluebook despite the fact that this case involves a U.S. Marine plane and UFO. This case is most likely "classified." Since this article can be read in the Project Blue Book files, only certain facts will be presented here:

On August 1951 Major C. observed several "orange lights";

1. The objects were "cruising about 3,000 feet below him about two thirds his speed of 380 mph.";
2. "believing they were exhaust glows, his mind changed when one light turned and dashed away at more than six times the speed of his Navy warplane.";
3. He then executed his plane into a dive "directly at the remaining orange 'something.";
4. "As if spotting the diving Corsair, the light executed a sharp 90-degree turn, changed its coloration, and vanished.";
5. He looked in his mirror and could see the object behind his plane. The "thing (UFO)" near enough now, was discerned as a disc about 50 feet in diameter and displayed flashing pink, orange, red, and white neon lights."

The '*Charlotte News'* mentioned the pilot was unable to shake the object from his tail. [cdvi]

Two F-94 Jets scramble after UFO | Blue Book | Delaware: On July 25, 1952, at 9:15 pm, WARTCC detected 4 to 8 anomalous objects "described by radar operators as 'good sharp targets."

According to the AFOSI report, at 1:20 pm, two F-94's were scrambled from New Castle AFB, Delaware and one of the jets reportedly made visual contact with one of the objects. At first, our pilot appeared to be gaining on the "unknown."

According to Radar tracking, the object and the F-94 appeared to be traveling at the same approximate speed. However, when our pilot attempted to overtake the object, it disappeared both from the pursuant aircraft and the radarscope. The pilot of the F-94 remarked of the 'incredible speed of the object.' One final comment added by the Director of Intelligence: **"no theory exists as the present time as to the origin of the objects, and they are considered to be unexplained."** [cdvii]

Figure 52 - F-94B - "Starfire", courtesy of the U.S. Air Force, [cdviii]

F-94 AF jets chase four glowing objects | Delaware: On July 28, 1952, an Air Force Jet pilot sent up by Air Defense Command admitted he was unable to overtake four (4) glowing lights moving near Andrews Air Force Base. The Air Force would only admit they are investigating the matter. Andrews Air Force base also confirmed picking up the objects on Radar at Andrews AF Base on Saturday evening July 26th through midnight. The UFOs were seen on Radar from different installations through 3:00 am. The objects numbers fluctuated from 4 to 12 in number.

Around 11:25 pm two F-94 jets were launched from New Castle Delaware, which was capable of speeds up to 600 miles per hour. Even at these speeds, the objects could not be caught. Around 1:40 am two more F-94 jets were scrambled to look for the objects until 2:20 am but could not locate them. [cdix]

National Alert for all Interceptors

On July 28, 1952, the Air Defense Command in Washington D.C. issued an alert to all Jet interceptor pilots to take off instantly in pursuit of any "flying saucers" sighted anywhere in the country. In Washington it was stated: F-94 jets unsuccessfully chased "glowing white lights" seen in this area Saturday night July 26th. It was also mentioned Mysterious Objects also had been spotted the previous Saturday night July 19th. [cdx]

C-47 chased an "unidentified bright object" | Blue Book | between Tucson and Phoenix, Arizona: On August 6, 1952, around 8:30 pm military plane chased an unidentified bright object.

Davis-Monthan air force public officials confirmed reports that a bright unidentified object was sighted above the desert between Tucson and Phoenix Wednesday night.

Davis-Monthan tower operators first observed the object directly southwest of the base at 8:00 pm on Wednesday traveling at 5,000 feet. The David Monthan air force base tower sent out a message asking any military aircraft in the vicinity to investigate in an attempt to identify the object.

At 8:30 pm a Williams air force base pilot in a C-47 radioed Davis Monthan that he had sighted the object, "very bright, about the size of a B-47." The pilot attempted to overtake the object but was soon outdistanced.

According to the Davis-Monthan officers, the pilot reported getting another glimpse of the object when it appeared over Phoenix. [cdxi]

Updated information on the Case:

According to other sources on Wednesday, the base public information office said. It was reported traveling north at about 5,000 feet. The UFO was said to be about the size and intensity of a landing light glowed with yellowish white light and seemed to be climbing at a high rate of speed. The object headed northwest and increased altitude to 15,000 and then to 20,000 feet. It then became stationary for 10 minutes "hovering." It then picked up speed again and headed northwest.

“Tower operators radioed any military aircraft in the vicinity to investigate and attempt to identify the object.”

“A Williams Air Force Base C-47 pilot called the tower at 8:30 p.m. to report that he was chasing an 'unidentified bright object' between two cities. His plane was at 15,000 feet over Phoenix.

In the Gila Bend, Arizona area the pilot confirmed the sighting. He described the object as an intensely bright white light the size of a C-47 at 17,000 feet. The pilot turned his C-47 and gave chase. The pilot contacted DMAFB Control Tower at 2045 and said he spotted it again at Red Rock at 17,000 feet”.

“He shared, the object made the trip from the Chandler Arizona to Tucson, a distance of 77 air miles, in 6 to 7 seconds.” The pilot stated in his transmissions to DMAFB Control Tower that the object he saw; “was not an airplane, was spherical in shape, had no projections and emitted no exhaust trail, confirming the Davis-Monthan Control Tower operators. The pilot had 20/20 vision and deemed extremely reliable.”

“The pilot described the object as being very bright and about the same size as his plane, a twin-engine transport. He said he lost sight of the object but that it reappeared for a few seconds at 8:45 pm.”

Then the airman said the UFO appeared to be near Phoenix when it was last sighted. The Air Force in its usual explanation labeled the case "a probable balloon." [cdxii]

CIA memorandum “Interceptions”

On September 24, 1952, a CIA memorandum on "Subject: Flying Saucers" was released. H. Marshall Chadwell, Asst. Director of Scientific Intelligence states:

> **"A world-wide reporting system has been instituted, and major Air Force Bases have been ordered to make interceptions of unidentified flying objects."** [cdxiii]

Air Force Jets scramble | New York: A flotilla of sphere-shaped objects appeared over South-Central New York on August 1, 1952. According to local news Griffin Air Force Base scrambled interceptor jets to locate 60 to 75 sphere-shaped UFOs.

Residents of Afton lined the streets as they watched the large numbers of objects for over two hours. One Scintilla worker counted sixty to seventy-five objects shaped like "pin pong balls" moving very high. Observers said the objects were scurrying in a north direction.

Though I was unable to find this case in Project Blue Book, I was able to find several instances of other jet interceptor cases over New York near the same date (July 26th). The fact is unusual in that if military jets were scrambled to chase UFOs, the pilots would have been required to complete a report. It is assumed such report was completed and remains classified to this day in a separate secret reporting file. [cdxiv]

Air Force F-86 jets give chase | Hamilton Air Force Base, California: The following case does not appear in Project Blue Book under Hamilton Air Force Base or Mojave, California. Since the Air Force commented on the case in the local paper and launched several jets, I have come to believe this case is most likely "classified Top Secret." We obtain the information on this case from the '*Reno Evening Gazette'*;

On "August 3, 1952, around 4:30 pm Lt. B.A. Swinley a pilot at Hamilton Air Force Base was off-duty when he spotted eight round, and silver, "definitely physical" objects west of the coast."

"Swinley estimated their altitude between 15,000 and 20,000 feet and their speed at 400 miles per hour." "He said they flew first in

an irregular diamond formation, then they all shifted until they were strung out in a line."

"The Air Force responded by saying the mysterious round object reported at 4:27 pm by observers at Willits and Fort Bragg could have been a weather balloon."

"Around 6:00 pm F-86 Jets were launched from a base in response to ground observer filter center reports of unidentified objects." [cdxv]

UFOs! – we will ram them

40 UFOs at Midway Airport | Blue Book | Illinois: The next UFO encounter comes to us from two sources. The US Air Force Project Blue Bookcase file and the local newspaper which had more details. The information below has been gathered and put together to follow the story as it unfolded. Around 2:30 am the Radar Tower controller at Midway Cook County picks up 40 objects on their scopes over Chicago on September 2, 1952.

According to the '*Chicago Tribune*,' "two sabre jets from the 4706th Interceptor Wing at O'Hare International Airport" were launched to chase the unknown craft. The facts of this case are as follows:

1. "Speeds of the objects varied between 125 and 150 miles per hour";
2. "Altitudes were between 3,000 to 6,000 feet. Aircraft in the area reported nothing unusual";
3. "No inversion layer was present according to the files";
4. "Two F-86's from O'Hare Air Force Base were dispatched and unable to locate the objects."

The Air Force classified this sighting as an "Unknown." [cdxvi]

Here you have 40 objects appearing on Radar, no weather inversion reported and no equipment malfunction. What are they? '*The Chicago Tribune'* points out:

1. “This was the first time, so far as it publicly known, that an Air Force interceptor, actually tracked down and rode through what some observed have said were mysterious extra-terrestrial flying craft.”;
2. According to the pilots: "We didn't see anything. We didn't hit anything. We went through the target showing on the scope, and there was nothing there, not even a cloud";
3. “The supervisor at Midway tower," observed several objects move "into a rough formation position with the passenger plane." This plane was an approaching airliner";
4. “These objects were “visible as the plane near the field, and the crew was asked to report what they saw”;
5. “At 6:30 Lake Geneva Ground Control Interceptor Station ordered two jets up from O'Hare to chase targets. Said a CAA official: One of the interceptor boys said: “We'll ram it if necessary.”

The two jets passed through right through the spot of reflection and didn't see or hit anything. We are convinced the reflections weren't from planes".

“The crew reported not seeing the craft visually; however, the control tower reported "the objects stayed with the airliner until it was in its final approach to the field. Then they seemed to veer away right and left and disappeared”. [cdxvii]

The Loss of Men and Planes

In February 1953, General Benjamin Wiley Chidlaw, Head of Air Defense Command (Air Material Command USAF), during an interview with Robert Gardner stated:

> **“We have stacks of reports about flying saucers. We take them seriously when you consider we have lost many men and planes trying to intercept them”.**

General Childlaw was deputy commanding general for operations at Wright Patterson in 1945. By 1951 he was a four-star General and the Commander of Air Defense at Ent Air Force Base, Colorado. He became Commander in Chief of the joint Service Continental Air Defense in 1954. [cdxviii]

Jets launched | Blue Book | UFOs over Indiana, Incident denied by Air Force: On July 23, 1954, according to the Ground Observer Corp at Franklin, Johnson County, Indiana, four large glowing UFOs were seen.

Two Jet interceptors were dispatched from the 97th Interceptor squadron. The Ground Observer Corp and military pilots stated the jets closed in on one of the objects, it suddenly veered away and left the scene. Air Force officials denied the incident. [cdxix]

We can assume the case was and is classified (in 1954). This is another case of the military denying Jets were pursuing UFOs over the Midwest. Several questions come to mind: Did the gun camera capture any evidence of the four flying objects? If so, it would be great to have these declassified so we can study the objects. I think 64 years of classifying UFO photos is a bit long. Don't you?

"The damn thing acted like there was a pilot out there."

Marine Jet chases UFO | Blue Book | Virginia / North Carolina border: On February 2, 1953, a Marine Corps fighter pilot alerted by a Navy signal tower at Norfolk, Va., chased a silver object, which had been sighted from the ground over an area near the Virginia / North Carolina border.

According to the "*Asheville Citizen*"; "An F9F Panther jet fighter pilot chased the object over coastal North Carolina Monday night an official Marine Corps said, but the speedy jet turned out to be not matched for the object whatever, it was."

After cruising in his F9F Panther for half an hour without seeing anything unusual, 1st Lt. Ed Balocco was returning to his base. "Over Washington, North Carolina," he said;

“I saw what looked like an airplane with red lights which appeared below me at about 20,000 feet. What caused me to look back at the object was the fact that it moved from below me to 10,000 feet vertically in a matter of seconds.”

He estimated the object was about ten miles away from him during the three to four minutes chase. The object was the color of white, and it threw out a red glow behind it. According to the paper, "Balocco said he seemed to gain on the object for a time, but the plane suddenly dropped from his altitude and disappeared towards the coast. [cdxx]

F-86 chased saucer | Blue Book | Taylor, New Mexico: On March 27, 1953, at 7:25 pm an F-86 chased a bright orange circle flying at 900 mph (800 knots). A second pilot gave chase and was unable to close in on the device. The object changed colors from orange to green and performed three fast roles and disappeared. The Air Force concluded this object as "Unidentified." The Pilot was certain the object was not a balloon. The Air Force stated the Pilots reliability was "excellent." [cdxxi]

200-foot diameter Disc | Moscow, Idaho: On August 9, 1953, Three F-86 fighters were ordered to chase a 200-foot disc near Moscow, Idaho. In a near miss event, the disc turned on the jets and approached the Air Force planes to within a few feet of a head-on collision before it turned to its side and took off. According to Major Keyhoe, the pilots believed this encounter was a warning not to attempt a capture of their craft. This case was not in Project Blue Book. [cdxxii]

Bringing down a Saucer | Sequoia-Kings National Park, California: On August 1, 1953, a squadron of Air Force Fighters circled and attempted to bring down a large disc-shaped craft near Sequoia-Kings National Park in California. As the Jets pursued the UFO down to the park, the UFO hovered, and the Air Force Jets overshot the object, which then took off into space. [cdxxiii]

Jet Chase | New York State: On July 1, 1954, two pilots jettisoned from their F-94 Starfire jet after scrambling to intercept a UFO over New York State. Griffiss Air Force Base Radar picked up a UFO around noon and scrambled the F-94 jet.

As the pilots closed in on the disc-shaped UFO, their cockpit was suddenly filled with the heat of a furnace. In response, the pilots ejected and realized their jet was descending on the town of Walesville, New York. The plane crashed into a building killing a family of four and injuring five other townspeople.

According to Major Donald E. Keyhoe, a reporter was present when the pilots landed, and one pilot in a daze mentioned the tremendous heat in the cockpit upon arriving near the UFO. The pilots were returned to Griffiss, and the Air Force later described the plane had engine trouble. [cdxxiv]

NOTE: In a follow up to the above case, Major Donald Keyhoe learned from an Air Force investigator in 1968, that this same pilot mentioned another factor that happened: *“Something made his mind blackout" prior to and during the ejection procedure.*

Furthermore, Major Keyhoe mentioned this source told him;

> **“Those two men went through hell afterward. The pilot begged the Air Force to let him talk privately with the relatives of that family, and the people who got hurt. However, they wouldn't let him. Both of these men were muzzled."**

F-86 and UFO Dogfight | Blue Book | Nogales, Arizona: December 23 or 24, 1954 at Nogales, Arizona about 5:10 am, Kenneth C. Hite, a 1st Lt in the 15th Fighter Interceptor Squadron at Davis Monthan AFB took off on a local Combat Air Patrol mission in his F-86d. He climbed to 15,000 feet in altitude towards Nogales.

At 5:19 am, he spotted an "unidentified flying object" 10 to 20 miles northeast of Nogales. According to the pilot, the object appeared 5,000 to 10,000 feet above his position. He established radar contact with the object, which then broke, then was unable to reestablish contact. He gave chase up to 28,000 feet at a speed of

375 knots. The pilot then returned his heading to Nogales at an altitude of 20,000 feet. As he flew the object was on a parallel course at a distance of twenty nautical miles at his three o'clock position, it was still 5,000 to 10,000 feet above him.

He again attempted intercept and gave chase. The object was moving out, and once it was apparent he was not able to catch it, he returned to Douglas, Arizona. When he reached Douglas, the unidentified flying object once again took up a position paralleling his course at 20 miles at the same 5,000 to 10,000 feet difference.

At Nogales, he gave chase again. However, had to break off the chase because of "low fuel." The preparer of the report 2nd Lt Russell T. Newman (USAF) stated;

> **“The pilot’s description of the unidentified object leads to the conclusion that it was an aircraft with speed greater than that of an F-86d if such was the case, its behavior leads to the possibility that it was an unauthorized flight over U.S. Territory.”**

Captain Charles L. Dewes, Director of Intelligence (USAF) signing off on the report suggested:

> **“The primary intelligence interest in this report and any other reports of similar nature lies in the obvious weakness of present detection and interception capabilities along the southern U.S. International border. The possibility, however, remote, or ferret and snooper flights of potentially unfriendly aircraft from areas south of the border should not be discounted completely.”**

The Air Force concluded this chase was most likely "Astronomical – Star or Planet."

Comment | Here is an example of how dog-fights appear to be useless against these objects. Our jets had to break contact for several reasons:

1. we were "outrun each time,"
2. we did not have large fuel supplies or should we say “unlimited fuel supplies” as the visitor crafts. [cdxxv]

T-33 fails to catch UFO | Blue Book | Maine: Around 4:10 am May 2, 1955, an Air Force Pilot in a T-33 spotted a UFO over Caswell Air Force Station, Maine. The pilot communicated with the control tower that a large round mass (flashing white and blue lights) was sitting off the right side of his Aircraft. The pilot made several statements:

1. "the UFO appeared to be reflecting light as was said to be similar to a mass of burning gases."
2. “he confirmed it was not an aircraft or the sun.”
3. “he estimated the distance at 15 miles on his 12 o’clock position.”
4. “he headed toward the object and failed to gain on it.”

The Air Force file contained very little information other than they concluded the pilot observed a possible "astronomical event." In reviewing this case, several questions come to mind.

1. “where is the entire ground report contents for this pilot’s encounter?”
2. “Is the report in some classified Air Force file?”
3. “without this important file information how could a conclusion be stated?”

No conclusion should have been determined or at the very least labeled: "insufficient data for evaluation." [cdxxvi]

16 USAF Jets fail to intercept 100-foot diameter craft | Westover, Massachusetts: The following was not reported in the Project Bluebook though the encounter was recorded on radar at a major U.S. Air Force Base. This would indicate the case, remain classified today.

We are thankful for the research conducted by Barry Greenwood and Donald Keyhoe and the information at NICAP.org for the information we share below.

At 9:17 pm on March 26, 1956, a UFO was picked up on tower radarscopes at Westover Air Force Base, Westover, Massachusetts. According to the case: "a strange blip appeared on tower radarscopes." In turn, "Jets were quickly scrambled, then vectored toward the circling UFO." Flying the lead interceptor, Captain F.E. Edwards, closed in on a large round object, near enough to illuminate it with his landing lights. The notes in the case reveal the UFO:

1. “appeared to be 100 to 150 feet in diameter, and 8 to 12 feet thick at the center.”;
2. “had a green fluorescent glow around the outer edge.”;
3. “disc climbed steeply...as the pilot “tried to get closer,”;
4. “disappeared in the night at 30,000 feet at a fantastic speed.”

The following notes were taken from reports. “According to the pilot, the Air Force launched sixteen (16) jets on a collision course with the object. Gun camera pictures of the object were taken and not disclosed to the public. According to the local paper the scene of the number of jets flying in the sky at the time in four words: “sky full of them.”; “The object approached from Pittsburgh, Pa then flew over Fitchburg, Massachusetts.”

Further information on this case remains classified today. [cdxxvii]

We’ve lost men chasing UFOs

In the August-September 1957 edition of UFO Investigator, former Head of Project Blue Book director Captain E.J. Ruppelt mentioned three Air Force Jets opened fire on a UFO circling a weather balloon near Rockford Illinois. The Jets set the balloon on fire, and the UFO escaped. [cdxxviii]

Interceptor engages Mothership | Essex, England: The following case was not found in project blue book, indicating some of the more salacious cases did not make it to the declassified "public files."

On May 20, 1957, Pilot Milton Torres, stationed at Manson RAF Base, engaged a large UFO in his jet over Ipswich, England. Milton Torres was instructed to chase a large object and fire his rockets at something the size of an "aircraft carrier."

The USS FDR commissioned in 1945 was 968 feet long. If this object was the size of such a carrier, it had to be almost three football fields in length laid end to end.

The Milton Torres said; “flying toward the giant UFO was like a flea attacking an elephant”. Note, though more information has come to light no mention of the Milton Torres encounter was in the project blue book. This fact confirms the facts that Dr. J. Allen Hynek, Major Donald Keyhoe, and others have pointed out that the Air Force kept certain information from the public. Milton Torres is quoted in Wikipedia making the following statements to the Miami Herald (October 23, 2008) and then to Miles O'Brien of Cable News Network (CNN) the following:

“In an interview with the ‘*Miami Herald’* published October 23, 2008, the 77-year-old Torres stated that the UFO he saw on radar in 1957 "was not made of this Earth" and that his mission to fire upon the UFO was "just a dumb little kid going to slaughter." He expressed gratitude at not having fired because he surely "would have been vaporized."

Speaking to Miles O'Brien of Cable News Network (CNN), Torres said he was convinced the UFO he encountered was designed by an "alien" intelligence and was not manufactured on Earth. He also said;

“It was some kind of alien spacecraft. It was so fast; it was so incredible, it was absolutely death-defying.” [cdxxix]

Jet Interceptor chase of UFOs | Indiana and Ohio: The ensuing Jet chase of UFOs over Indiana and Ohio took place on

August 7th. Several newspapers carried the event. For brevity, only facts are presented below:

Around 1:51 am on August 7, 1957, UFOs were seen over Alexandria, Yorktown, Portland, Pendleton, Greenwood, Elwood, Tipton, and Kokomo, all in Indiana. The sightings were reported by state troopers, local police, and citizens and lasted until nearly 2:00 am.

According to the '*Logansport Pharos-Tribune*,' "The State police notified Bunker Hill Air Force Base, and the 319th Fighter-Interceptor Squadron made a sweep of the local area with Jets. According to official reports, no contacts were made.

The article shares the following facts. The UFOs displayed: 1) "colored lights while standing still (hovering)"; 2) They left: "in different directions at high speed."

"District 5 in Ohio picked up an unidentified flying object on radar between 6,000 and 8,000 feet but was unable to identify the thing."

"A Portland resident reported an object sighted northeast around 1:51 am." [cdxxx]

Comment | When a Case is "Missing," it usually means one of two things, the report itself became classified and removed from the Project Blue Book files, or it was lost during the move to another storage location. Some of the best cases in the blue book project have the case files "Missing."

UFO engages F-86 | Blue Book | Ohio: Around 6:30 am on November 26, 1957, a National Guard pilot flying an F-86A observed a UFO approaching his jet. He had just departed Van Wert (OH) Municipal Airport when the incident occurred. According to the Air Force case file, The UFO:

1. "approached his jet at 40,000 feet in altitude";
2. "was large and flat; longer than it was wide";
3. "had a silver color";
4. "changed the brightness of its colors when moving.";

5. “came toward his plane at high speed, slowed down and changed (angled) its course and headed east”; (note: as if to avoid a collision, JC)
6. “was seen for 10 minutes.”;
7. had “great speed and performed acute maneuvers.”

The pilot reported the incident to the ARTC at Chicago via radio, and they forwarded the information on the to the ADCC, the 30th Air Division at WRAFS, Michigan.

When interrogated by the Air Force he was asked what the object looked like: He responded: “Heat a steel disk or rod to yellow-white and suspend it so the edge or length of it would be exposed to you.”

A drawing in the case file delineated a cylindrical shape and appeared the color of “molten metal.”

A note in the case file states: “Believe this is "Unidentified Aircraft of 100 series" and not UFO report. However, a report is official from U.S.A.F. pilot, and considered in A-1 Category, resolving incident is considered warranted given the current rash of UFO sightings.”

A Teletype message was prepared and forwarded to the following commands: 1) ADC ENT Air Force Base (CO); 2) Air Technical Intelligence Center, ATIC Wright Patterson Air Force Base (OH); and 3) the Director of Intelligence U.S.A.F. Headquarters U.S.A.F., Washington (DC).

The Air Force concluded the witness observed the “probably contrails of a B-47 handwritten note in the file reveals the following information:

1. “Believe this is “unidentified aircraft and not UFO”:
2. “Three B-47’s were traveling at 33,000 feet at the time of the sighting.”;
3. “The F-86 pilot did see the planes below his position and tried to contact them but was not successful.”;

Several bases were contacted and reported no aircraft in the area at the time. These bases included Wright Operations Officer (OH), WRAFS (MI), Grandview Air Force Base (MO), Hanna City AFS (ILL), Bunker Hill Air Force Base (IN) and Rockville AFS (IN).”“ADCC 30th and Chicago ARTC all stated no objects were in the area at the time and place.” [cdxxxi]

Comment | The conclusion was most presumptuous on the part of the Air Force. The F-86 observed:

1. A single object was seen (not three);
2. It was at his altitude (not 33,000 feet);
3. It was flat round or elongated “hot white or molten metal in color”;
4. It approached his jet at fast speed and angled away;
5. It was highly maneuverable – B-47’s do not have this kind of maneuverability.

If the object was a 100 series, it is not known what air base this plane could have come from; the experimental craft was being routinely flown out of Wright Patterson. It would have been preferable to see this sighting labeled "Unidentified."

FAA reveals Air Force coverup

In what turned up as a potential Air Force covered up, The Federal Aviation Agency revealed to NICAP that on September 24, 1959, officers observed a large disc being pursued by a formation of F-102s, while tracked by FAA radar.

The Air Force had tracked by radar an object for over an hour. However, the Air Force stated the object was "probably a balloon." Two radar FAA tracking centers (Redmond and Seattle) reported flight characteristics that contradicted the Air Force reports. A third FAA center Los Angeles corroborated the final FAA report. The characteristics of this sighting by the officer witness Robert Dickerson was;

1. “the color was a strange bright light”;
2. “it descended so rapidly he stopped his patrol car fearing it would hit the ground”;
3. “The object stopped at two or three hundred feet”;
4. “the glowing object lit up the trees in the area”;
5. “it hovered for several minutes”;
6. “it moved back and forth”;
7. “As he approached it, the object’s glow turned orange, accelerated away to a point ten miles away and hovered”;
8. “FAA flight specialist confirmed the sighting through binoculars at the local airport (Redmond)”;
9. “F-102’s were dispatched from Portland Oregon”:
10. “Once approached by the F-102’s it accelerated away through the clouds”;
11. “Later it came back”;
12. “Redmont Radar stated the elevation of the craft was between 6,000 to 54,000 feet during its erratic movements.” [cdxxxii]

Updated information on the Case:

In addition to the FAA, the Air Force had also tracked the UFO for over an hour on its radar. The Air Force stated the object was "probably a balloon."

Two Radar tracking centers (Redmond and Seattle) FAA reports contradicted the Air Force reports. A third FAA center corroborated this FAA report at Los Angeles.

A ground observer officer Robert Dickerson gave the above characteristics of this sighting.

NOTE 1: According to Major Keyhoe's book "*Aliens from Space*," the Air Force dispatched six F-102s on the original mission but ordered a B-47 bomber and F 89 fighter to join the group. The mission was to capture the craft and its occupants to retro-engineer its technology and duplicate it for the United States Military.

A reporter leaked the story from an FAA source that they were asked to conduct a "radioactivity analysis test" where the UFO had hovered. The results were classified and sent to the Air Force.

According to Keyhoe's book, the reason for capture of the craft would mean indefinite freedom from war if the United States could build its own UFO fleet. After NICAP obtained the copy of signed log books with the FAA information, the Air Force then attempted to debunk the sighting, changing the "balloon" theory to that of the planet "Venus." Major Keyhoe points out that if the FAA officials had seen the planet Venus and reported that as a UFO, they would have been fired for incompetence.

NOTE 2*:* In a separate conversation between an interceptor Pilot and Major Keyhoe, the pilot confirmed the Air Force told members of his squadron if necessary "ram one and bailout." Again, the theory was to bring down an object to study. It was Major Jeremiah Boggs a Headquarters Intelligence Officer who admitted the Air Force had put out a special order for its pilots to capture UFOs. [cdxxxiii]

NOTE 3: Yet I have to ask the question, why would the Air Force dispatch six F-102s include a bomber and another fighter jet (F-89) to chase and potentially capture a balloon or the planet Venus? Again, it appears the story told to the public does not match the actions of the military in these encounters. Perhaps besides "National Security," "Embarrassment of being caught red-handed in untruths" is the reason behind the secret files.

Ramstein Air Force Base Jets Chase UFOs | Germany: The following example is brought to us by Flying Saucer review that appeared to get the story from a newspaper called "*The Daily Telegraph*." This UFO encounter is a U.S.A.F. case, however, was not found in any Bluebook files, indicating it is a classified file.

On August 2, 1966, United States Air Force jets chase a large, brilliant object over Bavaria, Germany. The newspaper article confirmed the flying object outran the aircraft and was not identified.

"Two F-102 jets were sent up from Ramstein Air Base after hundreds of telephone calls were received by observatories and

police from people who saw the object. The object was dragon-shaped, it made a silver glare in the night sky."

"The object, about 40 yards across appeared at times like a giant balloon with a triangular shape suspended below as it hung at about 75,000 feet. One astronomer said the object hung for several hours in one position."

In 1966, Ramstein Air Force Base hosted the 7030th Air Base Wing and the 26th Tactical Reconnaissance Wing. For a time is served as a NATO command center. [cdxxxiv]

MIG fighter explodes | Cuba: March 1967 two Cuban MIG fighter jets were launched to pursue a UFO intruding Cuban airspace.

Figure 53 - Soviet MiG-23 1967 - Courtesy of the DOD|[cdxxxv]

As the jets came to within three miles of the UFO, Cuban air defense headquarters issued orders to arm their missiles. As they did the pilot from the second jet screamed to the ground controller that his leaders' plane had exploded. There was no smoke or flames; the aircraft had disintegrated. [cdxxxvi]

Chapter 13: UFOs follow Military Planes

There are many UFO cases where a UFO passes a military plane. The UFO either follows the plane or maneuvers around it as if inspecting the plane's capabilities or shoots past the plane and passengers. In this chapter, we discuss a few Blue Book Cases.

UFO outruns F-86 US Jet | Blue Book | Otis AFB (Falmouth), Massachusetts: On April 27, 1950, a UFO outran a Jet at Falmouth. At 9:00 am a USAF pilot flying F- 86 jet fighter out of Otis Air Force Base witnessed a light-brown flat oval object (disc) that climbed to 28,000 feet and turned. The UFO outran the US Air Force Jet. The following incident was reported to top Air Force commanders.

Figure 47 - F-86 Sabre Jet, courtesy of the U.S. Air Force, [cccIxix]

1. May 2, 1950, a "Spot Intelligence Report" was completed on Headquarters of the Air Force, Washington D.C. letterhead to the Director of Special Investigations, USAF Washington, D.C. signed by Colonel L.L. Martin, District Commander, CC: The Inspector General USAF, Westover AFB, Mass.
2. The report stated 2nd Lt Frederick A. Beebe, of the 60th Fighter-Interceptor Squadron, Otis AFB (Falmouth, Mass) reported an "unconventional craft" flying at 17,000 feet, 10-

12 miles north of Plymouth, Mass. The sighting took place at 9:30 am. The object was not picked up on Radar, and no radio interference (Electromagnetic Interference) was noted. Lt Beebe had been flying on a routine 1-1/2-hour mission out of OAFB (Otis).

3. The Pilot described the UFO as "light brown," flat oval in shape, "no signs of support or propulsion, no trails or exhaust."
4. The object was "flying at a terrific speed at 10:00 o'clock position to his left". The UFO then climbed at a 50-degree angle to an altitude of 28,000 feet, then turned to 0 degrees and disappeared 15 seconds later.
5. The pilot did not chase the UFO as the plane could only attain 500 mph and the object outdistanced and outran the F-86 jet.
6. The pilot was interviewed, found competent and had an excellent efficiency index. The Commanding Officer advised of "Beebe's reliability, honesty, and integrity. He further stated he believed Beebe was completely sincere and honest in the reporting of the incident."
7. The office took no investigative action in accordance with AFCSI letter no 5, dated 8 February 1950. [ccclxx]

US Navy Pilot observes UFO | Blue Book | Quonset NAS, Rhode Island: On August 27, 1950, at 6:30 pm a United States Navy radio mechanic John T. Early from Quonset NAS, Rhode Island, a licensed civilian pilot, was flying with a passenger Russell Des-Jardins near Brockton when they witnessed a UFO.

The men were flying at 1,300 feet in the Brockton area and spotted a shiny white spherical object which he estimated was approximately twenty (20) feet in diameter. It was proceeding at a high rate of speed in an easterly direction at 1,000 feet beneath his aircraft.

They noted the following about this object: 1) it was flying at high speed, jet speed approximately 600 mph, 2) it was flying east crosswind, 3) they noted the object had no exhaust smoke and 4) it

made no unusual noise and 5) it had no projections or irregularities on the surface of the object. The Air Force concluded the individuals must have seen a "balloon." [ccclxxi]

Comment | I differ on the balloon classification as the object flew “opposite the wind”. The wind was heading east, yet the craft was heading south. Balloons travel with the wind – always.

Equilateral Triangle UFO passes C-47 | Blue Book | Tucson, Arizona: On June 15, 1950, at 8:25 pm a National Guard Pilot (Lt Colonel) flying a C-47 from Kelly AFB Base, Texas to David Monthan AFB reported an object sped by his plane.

While flying at 11,000 feet an object, the size of his aircraft (a C-47), flew by his plane at 1,000 feet. The UFO was described as an Equilateral Triangle. The UFO was heading west at an estimated speed of 700 mph and left no trail. The UFO had no conventional aircraft lights on the craft but noted ten to twenty white lights evenly spaced around the perimeter of the object. The visibility was clear for 30 miles according to the pilot. The Air Force concluded this was an "aircraft." [ccclxxii]

Comment | I can't entirely agree with this classification. If a Lt Colonel pilot has a near miss within 1,000 feet of a craft the same size as his own which has no conventional lights, what was it? Ten to 20 white lights evenly spaced around an object is most likely a design from "who knows where."

UFO near collision | Blue Book | Andrews Air Force Base, Maryland: On September 10, 1951, two military pilots from Andrews AFB around 10:00 pm while approaching the field observed a streak of light across their flight path at 5,500 feet. The object according to the observers had mass and shape and approached their plane from the right and perpendicular to their C-4/A. The Air Force on the Project 10073 Card labeled the event a "Meteor." The pilot stated the object had been traveling more than 500 miles per hour and seemed to be white hot. There were no running lights. [ccclxxiii]

Sphere UFO crosses path of B-29 | Blue Book | near Roswell, New Mexico: On February 17, 1952 at 8:45 am (or 1:45 am), a B-29 in flight at 12,000 feet noted a 3-foot diameter blue, green ball cross in front of its flight path at one mile in distance. The object was traveling in a southeasterly direction and had a tail of 15 to 20 feet.

The sphere stayed in sight for 2 seconds and had a straight-line trajectory. The witnesses Lt. Colonel Riggs and Captain Parker spotted the object 25 miles southeast of Roswell, New Mexico. According to the Card in the file, The Air Force did not make a conclusion on this case. [ccclxxiv]

Two spheres pass over B-36 bomber | Blue Book | Davis-Monthan AFB, Tucson Arizona: On May 1, 1952, at Davis-Monthan AFB, Tucson Arizona. At 9:10 am witnesses observed two unidentified flying objects above 35,000 feet in altitude. The observer was in front of the Base Hospital observing the flight of a B-36 heading in a North West direction.

The objects, described as round in shape, shiny metal in color had no protruding surfaces. These two objects traveled in a line formation above the B-36 overtook the B-36 about 3 to 4 times the speed of the bomber.

Once the UFOs passed the B-36, they slowed to the same speed as the bomber, which was estimated at 300 miles per hour. The second object executed a sharp no radius 70 to 80 degree turn from the B-36 and proceeded to ¼ the distance to the horizon. It then executed an immediate stop, hovered for 30 seconds where it seemed to shimmer and dance.

This object then shrunk in size and disappeared. When the observer returned his eyes to the B-36, the other UFO was gone. Both unidentified flying objects emitted no noise and had no contrails. The sound of the B-36 could be heard.

In July 14, 1966, Dr. James E. McDonald, wrote a letter to the file addressed to Major Hector Quintanilla, Jr. (Wright Patterson AFB), indicating it was reported over seven military officials at the base

witnessed the same craft from the ground. In addition, an earlier file (now not in the folder) had testimonials from the pilots on the B-36.

The report indicated it was one of the most significant UFO files ever reported. The crew recalled seeing the object below them and not above them as reported above. The crew was interrogated when it landed and were all shaken from their experience. According to another letter in the file, the aircraft was coming from Carswell AFB Texas on a flight to March AFB, California. It was mentioned the contents could be in either one of these base files. [ccclxxv]

Comment | I looked for a case file on Carswell in March through May 1952 and was not able to locate the contents mentioned above. The above report included 11 pages. If this had initially been one of the more extensive reports of UFO cases, it would have exceeded 50 pages. Where is the rest of the file?

UFO streaks past F-94 AF Jet: On June 17, 1952, at 1:28 am the USAF pilot of an F-94 "Starfire" jet interceptor, off Cape Cod, witnessed an object streak across the nose of his jet. This object was later described as a "bright light" that looked like a star. This object was observed for 15 seconds. No further information was obtained in the files. If reports were taken, they might have been classified a secret. [ccclxxvi]

Pilot avoids Collision| Dahlgren, Virginia: In 1952, three pilots flying an F4U5 and F7F at the Naval Proving Ground in Dahlgren, Virginia observed a large craft.

One pilot Michael Kruse was forced to dive his plan to avoid a potential collision with the "unknown craft." He then brought his plane back up to observe the ship. Then both planes headed for the UFO, and when getting within 5 miles, the object put on a burst of speed and disappeared to the west. According to George Fawcett, Washington National Airport and MCAS Quantico watched the action on Radar. [ccclxxvii]

UFO paces F-51 | Blue Book | Columbus. Ohio: On June 23, 1954, around 9:00 pm a National Guard F-51 fighter pilot

encountered a UFO over Columbus, Ohio between 7,000 and 9,000 feet in altitude. This engagement lasted 30 minutes.

Figure 48 - F-51 Mustang, courtesy of the U.S. Air Force, [cccIxxviii]

Facts on this UFO encounter:

1. “When first seen it was at an 8 o’clock position. “It stayed down twilight (in the darker portion of the sky) all during the observation.”;
2. “At one time, I chopped the throttle, put gear and flaps down in hopes that it would pass by. I was down to 100-110 miles per hour, but the damn thing acted like there was a pilot out there.”;
3. “When I slowed down all of a sudden, he gave a little surge at first, came practically parallel with me, and then maintained the same speed as I did off my right wing.”;
4. “I made regular fighter turns into the object, but at all times it turned with me.”;
5. “When I resumed my headings toward Dayton, sometimes he would be on my left and sometimes he was on my right.”;
6. "It seemed to be slightly above me at all times.";
7. The UFO was about 1,000 to 1,800 from the wing tip of the plane.”;
8. “Both the size and intensity of the object was very similar to an aircraft tail-light.”;
9. "It seemed to me whatever it was, watched my lights, for when I started to change my position, he would go right with

me.";

10. "It left me; I didn't leave it.";
11. The Pilot confirmed he tried to shake the object by turning towards it taking 90-degree turns. Each time the object remained off this "wing tip.";
12. “The UFO stayed in relative proximity matching the F-51 pilots every move.”;
13. Two other F-51's had been requested to vector to the site location and confirmed the visual of the UFO. U.S.A.F. Captain Wallace confirmed he observed the UFO.

Updated information on the case 1:

The ‘*Dayton Daily’* Newspaper contacted the Air Force to find out more about the UFO encounter. The pilot was identified as Captain Harry Roe, Jr. with the Ohio National Guard. The communications went as follows:

Newspaper: “Heard you fellows received a UFO report – is it true?”,

Wright Patterson Air Force Base Response: “Yes, I received a verbal report earlier this morning."

Newspaper: "What did it look like?

Wright Patterson Air Force Base Response: "I am sorry, but I am not authorized to make any statements or press releases."

The dialogue goes back and forth until Wright Patterson Air Force Base suggested the newspaper call Washington (DC) for further details and information.

The Air Force concluded the object seen was a "reflection." The reflection was believed to be from cockpit lights displaying off the canopy. Dr. Byers, an ATIC Astrophysicist consultant on UFOs, ruled out the Canopy reflection theory based on the other crafts

maneuvers. When interviewed by officials, jets were ruled out as they were unable to fly at that slow speed. [ccclxxix]

Comment | The classification given to this case is incorrect. The very facts the object surged at one point and was on his left then on his right, suggest something other than reflection. The light (UFO) left him; he did not leave it suggests it had some type of propulsion plant. What type of craft can match a P-51 and leave no traces (e.g., exhaust, etc.)

UFO on a collision course with C-47 | Blue Book | near San Marcos, Texas: On August 15, 1954, a brief Teletype message received at ATIC mentioned a UFO report from military pilots of a C-47 near San Marcos, Texas. The description of the UFO:

1. “the object was oblong in shape”;
2. “about the size of a Nickel held at arms-length”;
3. “it had a dark blue silhouette;”
4. “there were no discernable features.”

Flight Characteristics: The UFO appeared to be flying in formation with the C-47, except that it was in a slight angle heading toward the observing plane. At one point the object executed a 45-degree angle away from the C-47, then turned back into the flight path and crossed in front of the military transport plane. The object then disappeared.

A Teletype message was prepared and forwarded to the following commands: 1) (CG) at ADC Ent Air Force Base (CO); 2) ATIC Wright Patterson Air Force Base (OH); 3) Director of Intelligence HQ U.S.A.F. Washington (DC); 4) Commander TTAF Gulf Port (MS); and the 5) Commander at ATRC Scott Air Force Base (IL).

The Air Force at ATIC Wright Patterson concluded the cause of this case was “Unidentified." [ccclxxx]

Comment | The lack of information in the case file leads us to several conclusions;

1. The sworn testimonies are classified (held elsewhere away from our view),
2. The Air Force did not want the public to see the details of potential near miss collision.
3. Someone up the chain of command would want to know "all the details."

Gloster 8 jet fighter | Essex, England: On October 14, 1954, around 4:15 pm while RAF jets were flying near North Weald, Essex Scotland, pilots reported seeing two disc-shaped UFOs at 20,000 feet. Pilot Lieut. J.R. Saladin witnessed two discs and when turning back to his controls noted a third disc heading straight toward his jet. The *UFO Investigator* informs us.'

> **"He described the object as two saucers inverted upon the other.**
>
> **The UFO had a dome-shaped top and a smaller round projection beneath and appeared to be made out of a type of gleaming metal. Then at the last moment, the object flipped to one side, avoiding a collision."**

The same report indicates the visual and radar tracking of a UFO over southwest Scotland on April 4th. Three Air Ministry radar operators clocked the disc at a

tremendous speed flying at 60,000 feet. The object then dropped to 14,000 feet, made two sudden tight turns and vanished.

Wing Commander W. P. Whitworth of the Royal Air Force and the Air Ministry confirmed the incident. The object was said to be a solid object, and no mistake had been made in its tracking. The object appeared near Lucy Bay where it was tracked. [ccclxxxi]

Updated information on the Case:

First Lt J.R. Salandin for the Royal Auxiliary Air Force in a meteor jet left North Weald, Essex. While at 16,000 feet he witnesses two circular objects approaching two other meteor jets in the opposite

direction. According to Salandin, one UFO was silver while the other was gold. "When he turned to look through the windscreen he was horrified to see another object coming straight for him."

> **“As it closed in, the object changed directions and passed Salandin on his port side." "It was traveling at tremendous speed.” He said: “I was so shaken, I had to fly around quietly for about ten minutes to recover.” He then contacted control what had happened. He added, he failed to press his gun camera button.** [cccIxxxii]

120-foot diameter disc parallels B-25 | Blue Book | near Cochise, New Mexico: Around 1:44 pm on January 1, 1955, a Military Pilot along with a student pilot in a B-25 observed a 120 to 130-foot diameter metallic disc near Cochise, New Mexico. The observers described the object as appearing like: “two pie plates put together at their rims.”

The disc faced the B-25 with its leading edge forward. The UFO soon took up a position off the B-25 bomber and flew parallel with the two witnesses for seven minutes. After 7 minutes the large disc took off. The facts in the Air Force case file share the UFO was;

1. A "spherical, red & white object."
2. hovering “off their left wing for 5 minutes”;
3. able to make a "steady climb at high speed."

A Teletype message was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) 34th AIR DIV Kirtland Air Force Base (NM); 3) ATIC Wright Patterson Air Force Base (OH); 4) Headquarters U.S.A.F., Washington (DC); 5) ATC Scott Air Force Base (IL).

The Air Force concluded that the cause of this sighting was "unidentified and unknown" though we did not find the pilots comments or final report in the file. [cccIxxxiii]

Comment | In researching this case, I noticed that it contained no detailed information, such as the Air Force notes or the witness signed statements. I find this case highly suspect in that the flight instructors report should have been in the blue book project files. Especially, since we are discussing a military officer and another witness seeing a 120-foot diameter disc. My guess is the final report is classified "Top Secret."

This disc must have been immense and dwarfed by the bomber. The B-25 Mitchell was 52 feet long, while the UFO was over twice the length.

Many researchers acknowledge a separate reporting channel was used during Project Blue Book (see General Bolender comment) for highly classified UFO cases. We can only surmise if a different reporting channel was used in this case it was to keep the additional detailed facts from the American public. The full report for this case is most likely housed in special Government archives.

Object paces B-25 | near Willcox, Arizona: The following report does not show up in the Project Blue Book files but found in the files of Loren E. Gross. On February 1, 1955, around 8:55 pm near Willcox, Arizona. The story goes as follows:

“It was a clear, bright, moonlit night when Capt. Delwyn F. Ritzdorf spotted his UFO.” He was flying in the right-hand seat as an instructor pilot in a B-25. With him were two student pilots from the 3501st Student Squadron based at Reese Air Force Base, Texas, Richard B. Short and Frederick W. Miller, Jr.

At 8:55 the evening of February 1st, Ritzdorfs B-25 was near Willcox, Arizona about 30 miles east of Cochise radio on Green 5 Airway. He turned to talk to one of the student pilots and noticed something in the sky. A sharply outlined object giving off the colors red, blue, and white appeared to be pacing the B-25 at the same altitude (15,000 feet).

The UFO, at arm's length, was the size of a baseball. The craft moved parallel with the bomber for five minutes, and during this time it became apparent the UFO was slowly gaining altitude. Eventually,

it disappeared in the east. A drawing of the object was included in the file notes. [ccclxxxiv]

Plane spots UFO | Atlantic Ocean: The following case is not found in Project Blue Book. In 1956 a close encounter of a giant UFO occurred with a Navy R7V-2 transport.

This report was not declassified and considered "Top Secret." The four-engine Super-Constellation was flying west across the Atlantic Ocean cruising at 19,000 feet. What at first appeared to be ships on the ocean surface, turned out to be a giant disk that raced up to meet the Navy constellation pilot and crew! The crew braced for impact. Just before anticipated impact the unknown object tilted and past the plane on its port side.

The disc was three to four times the size (that is 350 to 400 feet in diameter) of the Navy Constellation. The object had an estimated 30-foot thick center.

A report of the incident was rushed to the U.S. Air Defense Command, the Commanding Officer, Eastern Sea Frontier, the Director of Air Force Intelligence and the Air Technical Intelligence Center. This report remained confidential and did not become a part of Project Blue Book. [ccclxxxv]

UFO shoots at the Military transport plane: During 1958, exact date unknown, an Air Force transport plane and crew encountered a hostile UFO over the Pacific Ocean. The pilot stated he believed they were shot at, with small blue-green objects, that had been launched from an unidentified flying object.

The pilot exclaimed little blue, green colored objects shot from the UFO created several aerial explosions similar to "anti-aircraft bursts." The pilot responded by firing a challenge rocket. Then a red flare and more bursts appeared coming from the UFO as if to answer the exchange. This case does not seem to be in the US Air Force Project Blue Book files and may be still classified to this very day. [ccclxxxvi]

Comment | Such weapon or exchanges of warning between a U.S. military plane and UFOs would be considered some form of warning or threat. Such threats would most likely become a matter of National Security and be immediately classified from the public. It appears this case was considered an issue of National Security and not placed in Blue Book.

UFO plays Tag with B-58 Bomber | Tonawanda, New York: On October 17, 1961, around 6:10 and 6:20 pm, several employees of the Spaulding Fibre Company (Tonawanda, New York) watched two round UFOs maneuvering around a B-58 bomber. According to NICAP, two machine operators, Walter R. Beyer and John D. Swiger, submitted reports to NICAP. Mr. Swiger, who saw only one of the UFOs said that 'it seemed to be toying with the jet.' “Mr. Beyer, who with the other witnesses saw both UFOs” stated:

> **“The B-58 seemed to zig-zag from its course as though trying to catch one of the UFOs. It (the UFO) outmaneuvered the bomber. Finally, the two UFOs veered away from the B-58 and sped out of sight.”** **[ccclxxxvii]**

Joseph Walker (X-15) sees a UFO | Space: On April 30, 1962, Joseph Walker US Army Air Forces flew a historic flight in the X-15 experimental plane in orbit around the earth. The X-15 aircraft traveled at 2,000 mph and was equipped with forward and rear facing video cameras. Though he was facing forward, he did not realize he was being pursued by five disc-shaped or cylindrical objects, flying in echelon formation which the tail camera picked up.

On May 11, Mr. Walker was allowed to share his story on the Local NBC broadcast from Seattle and films were shown at a news conference there. No prints were available, and that was the last public statement on the case. The conference was the Second National Conference on the Peaceful Uses of Space Research held at Seattle, Washington.

NASA only permitted '*Life'* Magazine to print one frame for the public in its August 3, 1962 publication. Wouldn't it be nice to see "all five in echelon formation"? Frank Edwards, mentions the official position was these five objects were "ice flakes." Edwards then shares;

> **"If so, it was one of those extremely rare incidents where ice flakes flew in echelon formation and followed the plane (X-15) at 2,000 mph – which you may agree is pretty fast, even for an educated ice flake."** [cccIxxxviii]

Robert White (X-15) sees UFO | Space: On July 17, 1962, Major Robert White USAF reported a UFO during his fifty-eight-mile high flight in an X-15. Major White stated: "I have no idea what it could be. It was grayish in color and about thirty to forty feet away."

Then according to a '*Time*' Magazine article, Major White exclaimed over the radio: "There ARE things out there! There absolutely is!" According to Frank Edwards research, the object was recorded on film; it paced the X-15 off the left wing for a few seconds, then darted above and behind and then vanished from Bob White's view. For Bob, I am sure this was both exhilarating and creepy at the same time. [cccIxxxix]

C-124 avoids collision with UFO | Blue Book | Dover Air Force Base, Delaware: On August 18, 1964, around 12:35 am USAF personnel flying a C-124 transport with the 31st Air Transport Squadron 1607th out of Dover AFB took evasive action when approached on a collision course by a large round, blurred object.

The object was large, round, had a diffused-edge and reddish-white luminous. At the time of the evasive action, the UFO made a right-hand turn then disappeared. One researcher stated the pilots could have been a misidentified a rocket launch from Wallops Island. It was not pointed out that rockets do not make right-hand turns to avoid potential collisions. [cccxc]

UFO paces Flying Tiger Airlines | over the Pacific Ocean: February 15, 1965, The Defense Department-chartered Flying Tiger Airlines to transport Army and Air Force personnel to Japan.

Three large UFOs (approximately 2,000 feet in length) approached the plane while heading over the Pacific Ocean. Visually seen and picked up on radar, the crew was nervous as this massive formation of glowing objects leveled off at their altitude. The objects then paced the Flying Tiger Airlines plane.

The Pilot, wanting to radio for jets to intercept, was informed by an onboard air force officer advising against it as the ships "seem menacing." The signed report story was then relayed to NICAP from an Air Force Captain. [cccxci]

Chapter 15: Photographic Evidence

"The Air Force is interested in anything that takes place in the air."

General Hoyt S. Vandenberg USAF

Figure 54 - UFOs at Tremonton, Utah - two spheres in a fleet of 15 objects | Film | Blue Book - courtesy of Delbert Newhouse, US Navy, 1952. Story below in this chapter.

In the 1950s, UFOs were frequently violating restricted airspace over sensitive military installations. The Air Force was greatly concerned about these violations and requested funds to support a photographic project at weapons storage areas and nuclear testing sites. The UFOs were showing up at any installation where Nuclear energy was produced and stored. These sites included Missile launch silos and Nuclear Power plants. The U.S. Government wanted to know more about these flying intruders by analyzing photographic images of UFOs in flight.

The records in this book confirm military and civilian observers have in their possession photographic and film evidence of UFOs.

In some cases, the evidence collected by civilians was turned over to the police, military or newspapers. In a few cases, it was revealed that the FBI, Air Force or CIA confiscated the material and never returned it to the person taking the photographs.

In almost all cases where the CIA or Military obtained such photographic evidence the images were never provided to the media. This prevented the general public from seeing the actual shape, color and designs of UFOs. The reason for this "National Security" procedure (removing all evidence) was to avoid public

panic and keep information out of the hands of other nations. Below is a small list of these classified photos.

Date	Location	Photo / Film	Photographer
7/22/47	West Hartford, CT	Photo	Harry Reed
10/21/49	Roswell, NM	Photo	AF Master Sgt Jones
3/11/50	Holloman AFB, NM	Photo of Ball	Air Police
4/27/50	Holloman AFB, NM	Photo	Askania Cinetheodolite
8/31/50	Holloman AFB, NM	Photo	Askania Cinetheodolite
7/14/51	Holloman AFB, NM	A film of UFO, B-29	Cinetheodolite
10/56	Newington, CT	Photos	Boy sends to Air Force
6/4/57	Holloman AFB, NM	Film	CIA removes a film from Lab
2/12/60	Manomet, MA	Photo	Deacon of Church
5/18/61	Cambridge, MA	Photo	Smithsonian Contractors
3/21/64	NM	Photos	A neighbor of Captain Kruzel
10/2/65	Norwich, CT	Photos	Ken Skinner, Photographer
10/15/65	New Britain, CT	Photos	Roger Rabas
1/19/67	Lakeville, CT	Photos	Richard Gipstein
2/8/67	Newbury, MA	Photos	Commercial Photographer
2/10/67	Woodstock, CT	Photos	William Rowe
2/17/67	Palmer, MA	8 MM Film	Mrs. Stella V. Lansing
2/26/67	Oxford, MA	Photos	Newspaper Reporter

You will be able to see some UFO photographs taken by private citizens during the Hartford Valleys sightings (the 1980's) that were published in Dr. J Allen Hynek's book "*Night Siege*."

Other photographs taken by civilians appeared in the "APRO Bulletin" as well as "*The UFO Investigator*" (NICAP).

The U.S. military photographed UFOs taken by the Askania Cinetheodolites in New Mexico, as well as AEC facilities around the U.S., which were never revealed to the public.

Gordon Cooper's film of a UFO landing 150 feet from his camera crew remains classified today, though the U.S government denies its existence. I am not sure how Photographs and a movie film of a UFO landing at Edwards Air Force base at 150 feet away could be lost by our Government. My belief is – it is hidden!

The UFO movie film taken by the Chilean Navy at Antarctica in 1947 and later in the 1950s and 1960s remain classified from all civilians. Think about this a moment, - the newspapers shared the story the UFO event happened, the Chilean military confirmed it, yet the world cannot see it!

In addition to the above case, the photographic evidence was never released of unidentified flying objects following Echo I satellite (Smithsonian case). Furthermore, NASA never released the discs "in echelon formation" following all X-15 flights.

Sadly, the only known movie released to the public by the Air Force was film taken at Great Falls Montana and Tremonton Utah. In both cases, the film was not taken in perfect conditions. The film after being studied by Naval military lab personnel revealed the objects were not birds or planes.

Blue Book Files

AF officer photographs a UFO | Blue Book | Roswell, New Mexico: On October 21, 1949, at 10:30 pm, Master Sergeant Burnell S. Jones from Walker AFB took a picture of a round object that was emitting light from a street in Roswell, New Mexico. Jones had been taking photos of the evening sky using his camera mounted on a tripod when he was drawn to the brightness of the object. He first assumed it was a white light on top of a water tower or telephone post. The UFO remained visible for 20 to 30 minutes.

1. no trail was observed;
2. no sound was detected;
3. no projections were noted;
4. no maneuvers were seen; and

5. no trail was observed.

He left the area before the object disappeared. The Air Force stated Mr. Jones was a former Army Air Force Navigator who had experience in celestial navigation. He believed; “it was improbable it was a celestial body."

He returned to the area the next day and was unable to find any light on a water tower or light post. He stressed when processing the film, he wanted to bring out the object and emphasized a “fuzziness” around the UFO. The Base Photo Officer feels the fuzziness may be traceable to heat emitted by the object.

In viewing the file photos, the UFO is a round object. Two pictures are in the file. The last pending status of this report was "Pending." [cdxxxvii]

UFO filmed | White Sands, New Mexico | CIA withholds the evidence, "Case classified.": On May 29, 1950, military movie cameras (Cinetheodolites) at two separate tracking stations film two UFOs traveling over White Sands Proving Ground, New Mexico. The UFOs were tracked speeding along at 2,000 miles per hour.

According to author and researcher Timothy Good in his book “*Beyond Top Secret*," the CIA borrowed the film from the military for study. It is not known but assumed the CIA withheld this information from the public because of national security implications.

Mr. Good also explains, though the military captured the initial evidence, it was borrowed by the CIA for study. This would be the second copy of movie film on two separate events (April and May 1950) that the CIA would confiscate or study such material. [cdxxxviii]

Comment | This action (confiscating photographs) directly conflicts directly to their position on their website that they had no interest in UFOs in the 1950's.

Photograph of Disc | Great Falls, Montana: On August 15, 1950, Nicolas Mariana, Manager of a local baseball team took 16 mm movie film of a large disc-shaped UFO over Great Falls, Montana.

“The disc-shaped object was 50 feet in diameter and 3 feet thick
with an aluminum / metallic appearance.”

The film was turned over the US Air Force for analysis of the film. Controversy arose when the film was returned with a few of the essential frames of the UFO missing. [cdxxxix]

These missing frames had clear evidence of the presence of an "unconventional" aerial craft, and there was a belief that someone in the U.S. government was trying to remove such evidence from the film. You can see the discs in a study on You-tube.

A CIA document reveals any information on UFOs is to remain “classified”: In April 1976, a Teletype memo to Priority DCD / Headquarters from an unidentified DCD branch a reference is made: "Source seeks guidance from CIA UFO experts as to the material in his report that should remain classified."

According to researchers' significant portions of the document were blacked out so readers would not be able to gain access to what was being classified. This document proves the CIA involvement with the subject matter of the UFO phenomenon from 1947 up through 1976. [cdxl]

Special Camera’s being developed | Blue Book | Military Installations: On June 17, 1952, a ‘*Washington Post’* article, entitled "*Flying Saucer Search Begun by Air Force,*" quoted General Hoyt S. Vandenberg USAF saying: "The Air Force is interested in anything that takes place in the air." "This includes aerial phenomenon commonly known as "flying saucers."

The ‘*Washington Post’* article points out the statement came from a current issue of ‘*Look*’ magazine. It goes on to state a few more facts of interest:

1. “A special camera is being developed by the University of California which will be able to break down the image so

scientists can determine the saucer's composition and source of light,"

2. “200 of these cameras will be built and distributed to key atomic and military locations.”:
3. “Cine-theodolite instruments will be used to trace the location, flight patterns and speed of the flying saucers.”:
4. “Tracking crews will be able to fix the exact location and take a photograph of them with cameras built into the theodolites.”;
5. “Radar, Camera, Telescopes and modified sonar will be used to determine why saucers appear soundless.”

Comment | Why spend so much money on a myth, mass hysteria or weather phenomenon? Further to this point, has any taxpayers (besides government employees) ever seen any published photos taken by these 200 Cine-theodolite cameras used from 1952 through 1960? [cdxli]

Astronomers who photographed UFOs

Many Astronomers have hard evidence of UFOs. Most of these photos have never been published for the public. The reason – "global, national security." We discuss several astronomers that have photographic evidence in another chapter.

Before these photographic images became a reality, the U.S. Air Force was looking to Astronomers to obtain such evidence.

On March 19, 1952, Captain Ruppelt, General Chidlaw and staff discussed how astronomers at observatories had very little chance of spotting UFOs. Specifically, the discussion in Ruppelt's words was as follows:

> **“The problem of photographic equipment was discussed. It was found that almost any type of photographic surveillance equipment desired could be built. However, some of it would be expensive.”**

Meanwhile; “the question of the ability of large astronomical observatories detecting any unusual objects with any of their telescopes or meteor cameras was brought up. It was agreed that their chances of observing an object at random were low unless they knew of its presence and directed their equipment toward it.”

“This was very interesting because some people have had the theory that no unusual objects could exist because observatories would have detected them.” [cdxlii]

“In the future, cameras professionally termed "patrol cameras," will be developed that can detect such objects, but this development is not contemplated in the near future.”

Updated information on the statement above:

In my books “UFOs in U.S. Air Space” and “The Invasion of Earth” I have chapters dedicated to the many astronomers who have come forth to state they witnessed UFOs. Some of these astronomers have photographs of the UFOs.

Ruppelt was correct; these photographs were taken at random as Astronomers followed satellites (noticing objects following the satellites)!

U.S. Navy Photographs small Fleet of UFOs | Tremonton, Utah: On July 2, 1952, one of the most interesting movies taken of UFOs in-flight occurred in Tremonton, Utah. A Navy Chief Photographer (Warrant Officer Newhouse) and his family were traveling across the country to Oakland California.

Upon arriving in Tremonton, Mrs. Newhouse noticed a group of objects in the sky. It appeared as a group of 12 objects just "milling around the sky in a rough formation." Warrant Officer Newhouse took his 3-inch telephoto lens and photographed several feet of motion picture. The film was later sent to Wright field for photo analysis. The Navy Lab in Anacostia was also brought in by Major Fournet to review the film along with Pilots. The results were the Air Force pilots stated; "No plane could do what the UFOs were doing."

The Air Force at Wright field gave up and said: "We don't know what they are, but they aren't airplanes or balloons, and we don't think they are birds".

The Navy said: “The UFOs are intelligently controlled vehicles, and they weren't planes or birds." [cdxliii]

NOTE 1: The Navy conducted over 600 hours of analysis on the film. The findings led to substantial evidence that proved these were in fact; "Unknown objects under intelligent control." Keyhoe reminds us the CIA kept up its effort to keep the findings secret from the public. See Major Keyhoe's “Aliens from Space” pages 81-91.

In January (12-14th) 1953 the CIA led a panel of CIA officials with an agenda to debunk all UFO evidence for the public.

The consensus was the CIA "doesn't want to prepare the public." It was then Al Chop, who informed Major Keyhoe, the Pentagon ordered a "national debunking campaign, planting articles in magazines and arranging broadcasts to make UFO reports sound like poppycock." [cdxliv]

NOTE 2: As a follow-up, Major Keyhoe pointed out that Dr. Robert M.L. Baker, Jr. a research scientist for NASA, Navy and Air Force projects had reviewed both the Utah and Montana films at the request of the Air Force. After eighteen months of scientific analysis, the consensus was the objects were not birds or reflections from aircraft as the Air Force first suggested. The report turned into Major General H.E. Watson head of Air Technical Intelligence was disregarded, and the previous Air Force answers to the film footage were not retracted. [cdxlv]

NOTE 3: There appeared to be an FBI memo dated October 27, 1952, stating the Newhouse film was "extremely credible". [cdxlvi]

Coast Guard photographs 4 Egg Shaped Crafts | Blue Book | Salem, Massachusetts: On July 16, 1952, at the Salem, Massachusetts Coast Guard Air Station Officer Shell R. Alpert snapped photographs of four UFOs flying in a formation. The pictures released to the public reveal four glowing objects flying in

formation over cars near the station. In one source, the '*Daily Boston Globe*,' the authorities announced the following:

1. "the pictures were taken from a high-speed camera";
2. "the four objects were irregularly "egg-shaped," and white in color";
3. "The shot was taken at 9:35 am";
4. "the pictures show two smokestacks, a power plant, and automobiles in the foreground";
5. "the picture was not faked."

NOTE 1: The article points out that General John A. Samford was quoted as saying "the saucers are the result of heat waves and optical and radar illusions." Hum, I have to think about that a moment, could you have a heat wave at 9:30 am in Massachusetts? Yes, according to Blue Book records it was 84 degrees at that time of the sighting.

Radar illusion? Well from the records I read, there was no mention of radar taken, perhaps I missed that in my review.

One opinion from the report mentioned, these could have been produced by a reflection of a plane or light reflected off an automobile windshield (e.g., Optical illusion). It had to be a good optical illusion. How do four UFOs appear to fly over cars?

NOTE 2: A letter of the incident was sent to the Director of Special Investigations in Washington, D.C. According to the analysis, no means of propulsion was seen, no trail or exhaust was present. The photographs were sent to ATIC (Wright Patterson) for analysis. Their opinion, the pictures were a hoax, not intentional, but they also came to believe the optical illusion was caused by reflections from an interior ceiling light source. It was stated, taking a photograph through a window and screen door window with the camera focus set to "infinity" would contribute to such picture.

Comment | From my perspective, the ATIC analysis has some flaws:

1. Two witnesses, not one initially "saw one object at first" (not four objects),
2. Pictures taken of objects through windows can reflect internal sources of light and appear as if they were in fact on the other side of the window. However, as we mentioned at first, both witnesses did not see all four sources of light – only one.
3. The report from ATIC suggests the window was "glass" which would reflect light. However, the project blue book report reflects this object and later pictures were taken through a "mesh screen window," which would not be highly reflective. This fact (mesh -screen) is overlooked in retelling of the story.
4. The objects themselves appeared to dim and then brighten. The ATIC report states this occurred as the observers approached the window and the source of light would be behind them making it dimmer. I can see that point, however, what was not revealed in their analysis was whether this was consistent with other repeated light phenomena of "egg-shaped crafts" from other encounters. In other words, the ATIC did not use a baseline for comparison. Other released documents from UFO events clearly state light sources from egg-shaped craft "brighten and dim" depending on the speeds in which they travel. The other point to be made here is the UFOs also affect electrical based sources as a result of the electromagnetic effects from their propulsion systems (e.g., ceiling lights).
5. The objects disappeared from the view of view both observers. If these were true reflections from interior lights sources, these "light sources" would have remained in view during the entire sighting – they did not! The UFOs took off! This is another fact missed when retelling the story in other articles.
6. Next, the photographer was considered to have excellent photographic skills, and both observers were deemed to be

reliable. The Coast Guard shared their opinion; the photographs were not a hoax. [cdxlvii]

7. Finally, several witnesses on a boat launch near the building also witnessed the UFOs. This fact was uncovered by Dr. J Allen Hynek and totally obliterates the Air Forces formal response. In fact, the reflection in the window of ceiling lights was great in theory but proven false by virtue of several witnesses outside the building watched the UFOs fly by their location.

This case goes down in history as another whitewashed UFO event.

A photograph was taken |Davis Monthan, Arizona: On August 27, 1952, around 10:00 am a David Monthan airman took a picture of what he believed was a flying saucer. The film was developed immediately but according to the public information officer, "nothing showed up." This was after a weather balloon had been launched at 8:00 am and was determined to have been out of the area.

At 9:05 am Johnny Pilcher called the '*Daily Citizen'* to say that customers at his service station were watching a round silver object just northwest of the sun. According to the paper, the small bright ball moved steadily north toward the Catalina mountains on a line approximately sun level.

By 9:15 am shoppers at a market left their baskets and were standing on the sidewalk observing the progress of the same object. They said that it was moving rapidly and finally was too small to distinguish its shape. Pilcher said the object did not resemble aircraft of any kind.

Davis-Monthan public information officers said that base control tower operators had not noticed any unidentified objects and had not picked up anything unusual on the radar screen. The officers confirmed the weather balloon should have been out of sight. [cdxlviii]

The crew of Danish ship photograph UFO | Blue Book | off the coast of Denmark: On September 13, 1952, a Danish Ship part

of the Operation Mainbrace Fleet photographs a disk. However, no official report was filed. This event took place off the coast of Denmark.

The Ministry of Defense wrote that on September 20, 1952 at 7:30 pm the Danish Ship crew witnessed an object rising from the water, at 11:00 am. "The UFO rose from the water behind the fleet."

During the same Operation a day later, on September 21, 1952 – British officials witnessed interceptor planes give chase to another UFO.

A photographer journalist Wallace Litwin (in other reports Wallace Lipman) captures three-color images of the disk. These pictures were then given to the U.S. Navy and studied, but no official statement was ever placed in project blue book or released to the public. If it was reported officially – it remains "classified" today after 61 years.!

In another report from a separate sighting during Operation Mainbrace, '*The Yorkshire Evening Press*' September 19, 1952 headliner read *"Topcliffe Airmen Sight A Flying Saucer," Incredible Speed."*

The article discussed the sighting of a silvery flying saucer observed by pilots on final approach landing their meteor jets at Topcliffe, Yorkshire, England.

In the '*Daily Boston Globe'* article a few days later, the saucer was confirmed to be at 15,000 feet, it then "suddenly accelerated in another direction and disappeared." [cdxlix]

How lovely these objects stop by and suddenly go. Not as lovely as one RAF officer who stated; "it might be a smoke ring caused by irregularity in the engine of a jet plane" or "a meteorological balloon."

When I thought of this I asked myself can smoke rings appear round, hover near planes and suddenly dart off like a "bat out of hell"? – not on your life!

Installation of special UFO cameras

On December 1, 1953, the '*El Paso Herald-Post'*; shares the "US Air Force announced it was installing diffraction-grading cameras at

local Air Force Bases to take pictures of flying saucers." The following Air Force Bases in Texas and New Mexico are where the camera was installed:

1. “Biggs Air Force Base (at El Paso),”
2. “Ellington Air Force Base (at Houston),”
3. “Brooks, Kelly and Randolph Air Force Bases (at San Antonio),”
4. “Good Felled Air Force Base (at San Angelo),”
5. “Peria Air Force Base (at Sherman),”
6. “Reese Air Force Base (at Lubbock) and San Marcos field,”
7. “Clovis Air Force Base (at Clovis),”
8. “Walker Air Force Base (at Roswell):’and
9. “Holloman Air Force Base (at Alamogordo).”

According to the Air Force release, the cameras are being built to have dual lenses. One lens is designed to break down the spectrum lights that show up on film and identify the nature and source of the lights. According to the news article, the cameras do not operate automatically. Pictures must be taken after UFOs have been discovered in the sky either by radar or by ground observers. [cdl]

As far as the American taxpayer is concerned the coyote (Air Force) has not produced any results regarding reports or photographs of these speedy space critters.

US Gov’t Photos of UFOs – “Top Secret”

We discussed that the U.S. government ordered 200 wide-angle lens cameras to be installed at military bases and nuclear plants to capture photographic evidence of the flying objects. We also discussed, the photographic evidence of the UFOs remains "classified" despite being funded by American Taxpayers.

Major. General John A. Samford in a press conference informed the public the unique cameras were equipped with individual grids which tell whether these objects produce their light burning gas or

other fuels, or whether they are a reflection. These cameras would maintain continuous photographic coverage of the skies. The American public to this day has never seen one photograph from these special cameras. [cdli]

As far as American taxpayers are concerned no reports have ever been provided to the public on the images taken by the Air Force observers regarding these UFO images.

U.S.A.F. B-17 bomber takes pictures of UFO, photographs most likely "classified" Top Secret: On May 24, 1954, around 12:25 pm Major Leo Brubaker U.S.A.F., observed and photographed an object below the plane for 45 seconds over Richmond, Indiana.

The B-17 was on a photographic mapping mission, flying at an altitude of 18,500 feet at 220 knots. The speed of the object was estimated at 440 knots.

The object traveled a distance of six miles over the ground at speed twice that of the aircraft. The photos were taken with an F11 mapping camera.

Comment | No evidence has been revealed to the public from this sighting. Most likely the UFO photographs are "classified" Top Secret. [cdlii]

Air Force RB-29 crew takes a picture of 120-foot diameter flying disc over Ohio: On May 24, 1954, an RB-29 Crew flying over Dayton, Montgomery County, Ohio reported a Brilliant circular UFO. The UFO flew passed and below the plane at 600 miles per hour. [cdliii]

The crew was able to take a picture of the UFO, which was never made public. The UFO was observed flying beneath an RB-29 near Dayton, Ohio. The photo was reportedly showing an unexplained circular light source, never made public. [cdliv]

According to the former head of bluebook, Air Force Captain Edward J Ruppelt:

"About 11:00 am on May 24, 1954, an RB-29 equipped with some new aerial cameras took off from Wright Field, one of the two airfields that make up Wright-Patterson Air Force Base and headed

toward the Air Force's photographic test range in Indiana. At exactly noon their plane was at 16,000 feet, flying west, about 15 miles northwest of Dayton."

The major, “a photo officer, was in the nose seat of the RB-29. All of the gun sights and the bombsight in the nose had been taken out, so it was like sitting in a large picture window — except you can't get this kind of a view anyplace else."

“The major was enjoying it. He was leaning forward, looking down, when he saw an extremely bright circular shaped object under and a little behind the airplane. It was so bright that it seemed to have a mirror finish. He couldn't tell how far below him it was but he was sure that it wasn't any higher than 6,000 feet above the ground, and it was traveling fast, faster than the B-29. It took only about six seconds to cross a section of land, which meant that it was going about 600 miles an hour.”

“The major called the crew and told them about the UFO, but neither the pilot nor the copilot could see it because it was now directly under the B-29. The pilot was just in the process of telling him that he was crazy when one of the scanners in an aft blister called in; he and the other scanner could also see the UFO.”

“Being a photo ship, the RB-29 had loaded cameras — so the logical thing to do would be to take a picture, but during a UFO sighting logic sometimes gets shoved into the background. In this case, however, it didn't, and the major reached down, punched the button on the intervalometer, and the big vertical camera in the aft section of the airplane clicked off a photo before the UFO sped away.”

"The photo showed a circularly shaped blob of light exactly as the major had described it to the RB-29 crew. It didn't show any details of the UFO because the UFO was too bright; it was completely overexposed on the negative. The circular shape wasn't sharp either; it had fuzzy edges, but this could have been due to two things: its extreme brightness, or the fact that it was high, close to the RB-29, and out of focus.

Figure 55- Illustration of brightly lit UFO in the sky

There was no way of telling exactly how high the UFO was, but if it were at 6,000 feet, as the major estimated, it would have been about 125 feet in diameter."

“Working with people from the photo lab at Wright-Patterson, Captain Hardin from Project Blue Book carried out one of the most complete investigations in UFO history. They checked aircraft flights, photographed the area from high and low altitude to see if they could pick up something on the ground that could have been reflecting light, and made a minute ground search of the area.

They found absolutely nothing that could explain the round blob of light, and the incident went down as an unknown.” [cdlv]

Wright Patterson, Air Force Base, analyzes UFO filmed over Edwards Air Force Base, California: On May 3, 1957, officials at Edwards Air Force Base admitted "special camera's" on a theodolite followed a UFO, then took photographs of the unidentified flying object. Individual couriers then dispatched the photographs from the special cameras to Wright Patterson Air Force Base for analysis.

This event takes place around the same time U.S. Air Force Colonel, and Astronaut Gordon Cooper's cameramen took both movie film and photographs of a saucer landing on the lake bed at Edwards Air Force Base at the Dryden Lake Bed testing facility.

In Coopers case, both Movie film and photographs, already processed with disc images were dispatched by special courier to Washington, D.C. Colonel Cooper testifies he never heard back on the UFO film. Later in the 1990's Senators of the U.S. Congress inquired about the film and were informed that; "no such movie existed.” [cdlvi]

Obviously a coverup exists, why would the Pentagon order a Colonel in the Air Force, to send the “saucer” film, by special courier, then in the 1990’s inform our Senators that the film did not exist.

Perhaps we would today have the film, if Cooper had sent the film by courier to Wright Patterson in lieu of the Pentagon.

Even today, top government officials deny such films exist. We now know the photographs exist (Cooper's statement), but as a result of national Security regulations, we are not privy to the actual prints and movie evidence.

Two UFOs follow Sputnik

The U.S. had no satellites in space at the time of Sputnik. On November 3, 1957, Sputnik 2 was launched from Russia with a female dog on board named Laika.

According to the Russians, though she had food, water and oxygen provided by the craft engineers, she died after a few hours from stress and overheating. As the craft traveled overhead, scientists and interested parties tried to obtain pictures of the craft in space. Unknown to the scientists, Sputnik was being followed by an Unidentified Flying Object!

Dr. Luis Corrales of Caracas, Venezuela in the early hours of December 18, 1957, was able to capture photographic images of Sputnik 2, with another object close by.

The object photographed reflected it was under intelligent control when the object veered away from Sputnik, then returned to pace the Russian craft again. As Frank Edwards put in his book: "Something – or somebody was taking a close-up look at man's first orbiting satellite with a living creature aboard – although at the time the dog was dead."

My question was, did the U.S. Government know about this second object and why was the public not informed?

'EL Universal' released a statement from the scientists who examined the photographs. They ruled out;

1. "double exposure and the stars did not register the same";
2. "internal reflection";
3. "scratches on the film."

Note, on this same day it was made known that on December 18, 1957, the US tracked the orbiting Satellite Sputnik 2 and were surprised to notice an Unknown craft was following the Russian made device. The unknown craft was of no country on earth. [cdlvii]

The Brazilian Government Barauna UFO Photos "authenticated": On April 17, 1958, an official document on the Trindade story was made available to the Brazilian House of Representatives. This particular document commented on the Barauna UFO photos and various incidents that took place on the island.

This secret document (minus some Top-Secret information-like the electric power failures on the ship) was leaked to the public and later published in several Brazilian newspapers.

A few of the papers carrying the story was "*The Correia da Manha*," "*The 0 Jornal*", and "*The Jornal do Brazil*." A reaction to the leak of the Navy document appeared immediately in a press release issued by the Navy Minister Office over the signature of Commander Raul Lopes Cardoso: "The Navy has sent a memorandum to the House of Representatives with the answers to the questions asked by Representative S. Magalhaes, in an official document, on the sighting of a flying saucer on January 16, 1958, at the Island of Trindade." [cdlviii]

> **"I must declare, however, that such a memorandum is a classified document, and the House of Representatives is not authorized to divulge any information included there. Only the President of the Republic, or the Navy High Command, could give the order to declassify the Navy Secret Report on the subject and make it available to the public." [cdlix]**

"I would like to make it clear, on the one hand, that the document received by Rep. S. Magalhaes is not the Navy Secret Report itself. That report continues to be secret. Any information or comments

about it are still forbidden. What was sent to the House was a single memorandum, classified too." [cdlx]

Comment | Why would the Brazilian government consider a photo classified and not be revealed to the public if the craft was, in fact, a misidentified plane, balloon, planet, meteor, hoax, bird or something man-made?

Photographic evidence given to AF | Blue Book | Roswell, New Mexico: On March 21, 1964, around 6:00 pm an individual taking 35 mm pictures of birds from his front lawn was able to obtain photographs of a metallic oblate spheroid (UFO).

The photos were brought to the attention of Captain Frederic J. Kruzel by a neighbor (who took the photos). The evidence was provided to Colonel Francis T Bradley, USAF who pointed out this event happened shortly before a flurry of sightings in the Rio Grande Valley, west of Roswell.

According to the report in the file, no stars were present and the sky was clear. The object appeared "solid" and "as a light," and it was "sharply defined." In the observer's opinion, the object looked like "an oval shaped silver platter." There was no sound associated with it, though it was seen heading from south to north. The Air Force mentioned all photos reproductions of said objects was most likely made from a chemical stain on the photo. [cdlxi]

UFOs filmed | Blue Book |Antarctica: On July 3, 1965, a UFO performing extraordinary maneuvers while being, "filmed" in Antarctica, by scientific witnesses. During this event, the scientists were able to gather ten color photographs, record electromagnetic effects, and Instrumental data.

'*The Boston Globe'* on July 9, 1965, the '*New York Post'* July 7 and the '*New York Times*' carried articles on this event. Three different governments Argentine, British, and Chilean military and scientific personnel at scientific stations substantiate the fact that flying celestial bodies were observed for about 20 minutes.

At the Chilean station, it was confirmed a "lens-shaped flying object" was seen. According to the '*Boston Globe'* article, a Lt.

Daniel Perisse commander of Naval detachment at Deception Island stated: "The characteristics of the object and its movement show that it was neither balloon, nor star, nor aircraft."

Further, the point was made that the weather was exceptionally clear. Mario Jahn Barrera the Chilean base commander stated:

> **“Argentinean Navy personnel at two separate Antarctic bases photographed the lens-shaped object. The object's color was mainly red and green but would at times change to yellow, blue and green and white. The object was silent moved eastward and at times made a westward movement. The fascinating thing was that this object appeared to desire to hover over the bases and watch the men as they conducted their experiments on the ground.”**

Finally, it was reported that the British had noticed geomagnetic instruments would go wild when the object zigzagged near the base for a 10-minute period. Finally, Mario John Barrera stated told the Defense Ministry:

"All of us saw a flying saucer, one of these science fiction things."

Richard Hall of NICAP noted: “There appears to be apparent official secrecy since the photographs, scientific data, and witness reports have never been made public. [cdlxii]

NOTE 1: Two years later, Dr. Werner Von Braun and several other NASA management personnel traveled to Antarctica on an expedition on January 7th, 1967.

It was mentioned he went to Antarctica to collect fallen meteorite samples and study one of the most hostile environments on earth. His team was said to study the men who had set up a base, and his specialists studied microbial life and men's sleep patterns for space travel. Other researchers have postulated; Dr. Von Braun may have gone to witness the object(s) observed by the British, Argentine and Chilean military two years earlier.

NOTE 2: Regarding the Antarctica UFOs, Captain Engineer Omar R. Pagani, Director of the Argentine Navy UFO was part of the investigation team in the 1960s. As a result of a series of observations at Argentine and Chilean meteorological stations on Deception Island, Antarctica, in June and July 1965, Captain Pagani disclosed at a press conference that:

> **"The unidentified flying objects do exist. Their presence and intelligent displacement in the Argentine airspace has been proven. Their nature and origin are unknown, and no judgment is made about them."** **[cdlxiii]**

NOTE 3: In researching U.S. Air Force Blue Book records we noted only one other Antarctic event noted. The date was May 1, 1949. The note indicated the file case was missing!

In the observer column it states "Military" and in the Evaluation column the space is "blank." This intrigues me greatly. Was this event "case missing" having anything to do with the famous "Admiral Byrd" military expedition where he discussed "flying objects" coming over the South Pole almost 15 years earlier?" [cdlxiv]

NOTE 4: According to Major Keyhoe, the Antarctic sighting was not small objects, but in fact "huge flying saucers" evidenced in motion pictures taken at the time and reported by the Secretary of the Argentine Navy. The reason these motion pictures were not released to the public was the fear of public panic. [cdlxv]

NOTE 5: In an October '*Boston Globe'* article written by Sumner Barton, it was announced a 10-Million-dollar program had been underway in Antarctica "solving the mysteries that lie beneath and over the ice-covered, barren outpost of the world." This article points out a new base (the seventh) sponsored by the United States will be manned by four scientists and four U.S. Navy personnel including a doctor. [cdlxvi]

NOTE 6: In an update to the above event, NICAP published a few more facts. The incident occurred in July. However, another event happened on June 18th. In the case of the July 3rd encounter the object accelerated and maneuvered at tremendous speeds.

Before it left the area, it was tracked on the theodolite as well as watched through binoculars. The UFO caused substantial interference with “variometers” used to measure the earth’s magnetic fields. The device was registered on the magnetic tapes. On the July 18 sighting the UFO caused interference with radio communications. [cdlxvii]

More of Richard Halls work can be read at the following address:

Richard Hall: http://www.nicap.org/650703antarctica_dir.htm

UFO at Lake Norman |North Carolina: In October 1965, three UFOs were photographed traveling in a formation over the McGuire Nuclear Power Plant on Lake Norman, North Carolina. A pilot and passenger were on an aerial photography mission and took a picture of the three (3) objects as they flew in a formation.

These three flying devices were 100 feet below their plane. The photograph of the UFOs was never published. This and other cases were reviewed by George Fawcett and Larry Hatch and can be found at the NICAP website. [cdlxviii]

Costa Rica Government Photographs UFO | Arenal over Lago de Cote: Though not in Blue Book, it’s worth mentioning the following photograph. On September 1, 1971 – the Costa Rican Government during an aerial mapping exercise of a region of Arenal over Lago de Cote, capture the image of disc-shaped image approximately 20 meters (683 feet in diameter). When this article was written, further study was being conducted. [cdlxix]

NOTE 1: I can only say after looking at these pictures myself its either extraterrestrial or someone has built something very unconventional. No visible means of propulsion is observed in the photo. The craft looks like perfectly circular "flying saucer".

Chapter 15: Visual Sightings

Figure 56 - Actual UFO taken by Brazilian Navy at Trindade by Almiro Barauna 1958 | [cdlxx]

UFO over Hartford

Blue Book | Connecticut: On January 11, 1948, in Hartford, Connecticut the A-2 Atlantic Division, Air Transport Command reported that at 4:30 pm, Captain Kenneth M. Helton and Captain James J. Pargoe of Squadron D spotted an unidentified flying object. The UFO was a “disc” with a bluish center and some red color around its edges. The UFO was traveling at a very high velocity and left no exhaust trail.

The UFO traveled like a shooting star (but no tail noted). The observer lost sight of the UFO when it dropped on the north side of Mt. Tom (near Holyoke, Mass). When first spotted, the object traveled at a 45-degree angle downwards. The Air Force labeled this event as a "Probable Meteor" event. [cdlxxi]

This case may have been misclassified as meteors usually leave a trail of some materials in its wake.

150-foot Egg ship

Blue Book | New Mexico: On September 23, 1948, two witnesses observed a 150–200-foot long, egg-shaped UFO. At 9:30 am a witness standing in front of the Santa Fe, New Mexico railroad

station saw a bright oblong object flying at high speed (700 to 800 mph) at 30,000 feet in altitude heading from northeast to southwest.

The object was estimated to be 150 to 200 feet long, oblong and egg-shaped with a bright silvery color. There was no sound emitted from the flying object.

The object had a bluish appearance at its rear. The UFO had no wings or protuberances, and the witness could not detect a propulsion system.

The craft faded then from view. The other witness, a pilot, noted the same height, speed but thought the object was round, "white in color," perfectly flat in appearance and 100 to 150 feet in diameter.

Mr. William Pittson S/A office of Special Investigations, Kirtland AFB, Kirtland Field conducted the interview. A report was prepared under “Project Sign” to the Commanding General Headquarters, Air Material Command at Wright Field in Dayton, Ohio. Captain Hugh E. McCall, USAF of the Intelligence department prepared the report.

The Air Force agreed the object was not a weather balloon. The conclusion could not be read on the file. [cdlxxii]

100-foot UFO

Blue Book | Arizona: On April 28, 1949, at 5:45 pm a Cigar (or sausage) shaped metallic/silver color object was seen just over the rim of the Catalina Mountains near Tucson, Arizona.

The UFO’s estimated size was that of a B-29 to a city block in length (100 feet). The unknown device was traveling in a curved line between 25,000 to 50,000 feet in altitude. The observer stated they were unable to see any propulsion or hear any sound.

Another observer stated it appeared to have a rotating motion (like that of a slow roll of an airplane). The full length of the sighting period was 12 minutes in length. Further, it was stated,

1. “no fins or wings were noticed on the craft.”;
2. “no exhaust or vapor trails were seen.”;

3. “The speed of the object was estimated between 300 to 600 miles per hour.”;
4. “One of the observers spotted two holes that appeared to be portholes or eyes.”

In the words of one witness:

"I am sure this was not a conventional aircraft."

The direction of flight appeared to be heading southeast and then curved to southwest then disappeared. The witnesses held various occupations: a truck driver, an oilman, a caretaker, a florist, and stable owner.

One of the witnesses stated he had seen B-29's flying overhead, but this appeared to be traveling faster. One of the observers believed it would have been 20 to 25 feet long on the ground. However, stated that the object seemed to be 5 to 6 feet long at 4 to 5 miles high.

The Air Force stated no balloons had been released before or after the sighting. A report was prepared by Lt Colonel Doyle Rees, USAF and sent to the Chief of Staff, Director of Intelligence, Washington, D.C. on June 13, 1949. The Classification on this report was "Unidentified." [cdlxxiii]

25-foot diameter discs

Blue Book | Arizona: May 9, 1949, around 2:30 pm at Tucson, Master Sergeant, Putman (USAF) from the 43rd Air Refueling Squadron, 43rd Bomb Wing, Davis-Monthan AFB observed two discs in the air at 10,000 in altitude.

This individual was a flight engineer and believed these objects traveled faster than any aircraft he had seen. He was reclining on his back on his front lawn and looking directly overhead when he saw these objects pass. The objects were described as;

1. “silver in color”;

2. “round and flat in opaque shape devices.”;
3. "similar to a washtub" was used regarding size.”;
4. “estimated to be 25 feet in diameter by 1 foot in thickness.”;
5. “the surface of the devices were smooth and symmetrical”;
6. “surface was also very shiny when reflecting the sun.”;
7. “no fins or stabilizers were apparent.”;
8. “no exhaust was discernable or propulsion.”;
9. “no sound was heard.”

The UFOs were maintaining a distance of 50 feet apart at all times during the period of the sighting. The two objects, banked to the north with an abrupt left bank, traveled one mile, then banked abruptly to the Northeast towards the Catalina Mountains.

As they banked, each object gave off reflected light. The UFOs were moving at an estimated speed of 750 to 1,000 miles per hour. The objects then faded from view.

The FBI and local police records were checked, the witness was reviewed and determined clear. His commanding officer stated the witness was reliable and truthful. Other character witness said he would trust the observer implicitly.

The Air Force concluded on interviewing the witness, believed he was of good character, normal intelligence and had a fairly rounded education. The Air Force also stated there were no aircraft in the vicinity at the time of the vicinity. Balloon releases were checked with all agencies in the area revealed four (4) weather balloons had been released however the times were 0200, 0800, 1800 and 2000 hours.

The two objects did not fit the description or usual patterns, colors of the weather balloons. The Air Force conducted a special inquiry and the status was "pending" according to the file "Report of Investigation."

Lt Colonel Rees (USAF) prepared a report for the Commanding General Air Material Command, Wright Patterson Air Force Base, Dayton, Ohio. [cdlxxiv]

More discs

Blue Book | Arizona: August 21, 1949, at Nogales, Arizona. '*The Nogales Herald'* reported that flying saucers were seen over the town by nine persons including a former county attorney. Between the hours of 9:15 to 9:30 pm, one observer who first thought it might be the beacon from the Airport felt differently when they noticed the irregular motion and strange orange lights.

Another observer stated he "never saw anything so fast in his life." The article indicated at one time several of the objects were flying at the same time in a southeast direction. The objects left no tail at any time. Other witnesses stated the UFOs changed formations and appeared as star clusters.

According to the drawings in the Air Force investigation, the UFOs circled City Hall. Other witnesses described the objects as moving in different directions (not in a formation), and others stated they noted a formation of clustered stars. Two others said they traveled in a U shape pattern. The objects were described by the witnesses as "brilliant-orange-white" and others noted "blue-white."

> **"Of the blue, white objects, they were traveling together when one stopped and hovered overhead for 10 minutes. Finally, one witness stated they appeared to be 12 to 15 feet in diameter. The objects disappeared by shooting off into space according to one witness, they would appear "elongated" when in flight as if constructed of viscous liquid."**

Character witnesses were conducted at the Nogales Police Department with the city Judge, the Santa Cruz County Sheriff's Office, and local FBI and had nothing derogatory to state regarding the attorney-witness.

Lt Colonel Doyle Rees prepared a report for the Commanding General, AMC at Wright Patterson AFB in Dayton, Ohio. The report was dated September 1, 1949.

The Air Force ruled these sightings as reflections of an airport beacon on clouds or Astro (Meteors). [cdlxxv]

Comment | We have a difference of opinion on how this case was classified:

- ☐ Meteors would not travel in different directions and go back up into space to disappear.
- ☐ The Beacon light is interesting as it can have effects off of clouds and appear as elongated disks. However, the very fact one separated from the group and hovered for 10 minutes knocks these theories out.

It is my opinion this case should have been labeled “Unknown.”

Pentagon Officials witness UFO

Blue Book | Virginia: On January 24, 1950, around 4:50 and 5:05 pm three Pentagon officials and two USAF pilots flying a C-45 transport near Blacksburg Virginia observed a 200 to 250-foot diameter UFO. The observers first thought the object resembled a hemispherical parachute or a B-35 flying wing.

The observers shared, the UFO was moving slowly at 300 miles per hour. As the C-45 approached the unknown craft, it suddenly sped off a high speed (6,000 miles per hour).

The UFO suddenly reappeared a few minutes later to the right of the C-45 in a stationary position. As the observers looked out their window, they could see the UFO “oscillating” or “wiggling” about. The UFO then moved ahead and disappeared at high speed. Believe it or not, the Air Force, in this case, labeled the unidentified object as a “Balloon”! [cdlxxvi]

Comment | There are several issues, in this case, that counter the "Balloon" classification.

- ☐ Most of the weather balloons launched during the 1950s ranged from 50 to 100 feet in diameter. This object was two to three times the size of the standard balloon equipment at the time.

- When the Pentagon officials in their plane came upon the object, it was traveling at 300 mph. It then shot off at 6,000 mph!

How does a balloon suddenly accelerate to such a speed beyond any plane in the U.S. arsenal?

Disc passing a plane

Blue Book | Connecticut: This next case comes to us from the '*Hartford Courant*.' On March 10, 1950, several observers saw discs in the sky over South Windsor, Connecticut. The discs were estimated to be at an altitude of several thousand feet, and they appeared to be passing an airplane.

According to observers, the discs were visible for only four minutes and suddenly disappeared. A "Spot Intelligence Report" was prepared by a Colonel at Westover Air Force Base, Massachusetts and forwarded to the Director of Special Investigations. The Air Force did not investigate the incident. [cdlxxvii]

200-foot diameter disc

Blue Book | Arizona: On March 10, 1950 southeast of Phoenix, Arizona another UFO sighting occurred with four adults and three teenagers. A USAF Spot intelligence report revealed: "between 1800-1830 hours, 10 March 1950, all of the listed persons were traveling south on Indian School Road, toward Litchfield Park, Arizona."

The party noticed an object in the sky, which appeared to be hovering at a fixed altitude with no perceptible forward motion. This object was observed from the moving automobile for approximately ten (10) minutes but never increased or decreased in size.

When the party arrived at the junction of Indian School Road and Litchfield (Goodyear Road), they turned east, stopped the automobile, and walked to the edge of Litchfield Road to further

observe the object. The following composite description of the object was afforded:

1. Shape: Oval or oblong;
2. Size estimate: 200 feet in diameter, 30 feet thick tapering towards the rear (size of the moon);
3. Height: 40,000 to 50,000 feet;
4. Sky: clear, no clouds;
5. Position: Hovering in a position of 60 degrees to horizontal and 60 degrees above the horizon;
6. Object: No windows, appendages, smoke, trials of exhaust fumes, or apertures were observed;
7. Motion: from a standstill in the sky "upward" at 60 degrees until out of sight leaving trail of what appeared to be red fire 75-100 feet in length. The trail of fire vanished behind the object and left no condensation trail through the atmosphere;
8. Speed: extremely high Traveled out of sight in 4 to 5 seconds moving so fast could only be followed by observing a trail of a red stream of fire. [cdlxxviii]

Cigar ship

Blue Book | Arizona: On May 3, 1952, at 11:00 pm two former Air Force and Navy Pilots and their wives were driving in downtown Phoenix, Arizona when they observed a flying saucer. The following facts are gleaned from this case. The object was;

1. “moving west at 500 miles per hour.”;
2. “cigar-shaped five times longer than its thickness.”;
3. “descending at a slight angle and gave off a phosphorescent white glow. It emitted what appeared to be molten drippings or possibly jet exhausts.”

Figure 57 - Illustration of Silver cigar with white glow

One of the observers was a former Naval celestial navigator. Both men stated in their experience with aircraft: "they have never seen any similar object."

Over 200 additional witnesses at the Camelback Inn in Phoenix witnessed the same phenomenon. The witnesses were interviewed, and the report was prepared by a 2nd Lt (USAF) at the Asst Air Adj. General's Office for the Chief Air Technical Intelligence Center, Wright Patterson AFB, Ohio. The Air Force concluded this sighted resulted from a "Probable Astronomical "Meteor" event. [cdlxxix]

Comment | I find it hard to believe a former Naval Celestial Navigator and 200 hundred other people could not tell the difference between a cigar-shaped UFO and a meteor. I am sure the conclusion here is wrong. Again, perhaps "Unknown" or "Unidentified" would have been the proper findings in this case.

Technicraft employees and a Cigar

Blue Book | Connecticut: On July 25, 1952, two (2) employees of Technicraft Laboratories, Incorporated, in Thomaston, Connecticut, reported that they observed a bright, silver; cigar-shaped object. According to the witnesses; they were driving in a car and suddenly saw a cigar-shaped ship in the sky.

The witnesses state the UFO was obscured for four or five seconds by trees. However, when the UFO first appeared, it was going at the approximate speed of a regular passenger plane. Both witnesses advised, that although they listened for an engine, they were unable to hear any noise. The men were able to share the following;

1. "the object tapered off to a cigar shape effect";
2. "it did not have any propeller or tail.";

3. “No trail or exhaust was observed.”;
4. “The object was described as having its lower edge toward the front appearing "very black.";
5. “One observer stated it appeared to have a gondola.”

Both observers advised that when the object started to move, it tilted downward at a shallow angle.

A report was taken at the Special Investigations unit at Westover Air Force Base, Massachusetts. The President of the Company was interviewed on the character of the two employees and stated to the Air Force that they are reliable and believed competent observers and have never reported such objects before this incident."

The female observer was noted as; “not gifted with imagination, not prone to jump to conclusions, and believes that because of the type of work she does and her experience she would be above average in observation.”

It was known the weather was extremely clear this evening. The report was forwarded to the Commanding General, Air Material Command, Wright Patterson Air Force Base, Dayton, (OH) and the Commander, Atlantic Division at Westover Air Force Base, Massachusetts. [cdlxxx]

It is difficult to read the conclusion reached in the case by the Air Force. However, the Air Force made the following point: “There is no activities or conditions, meteorological or otherwise which account for this sighting.”

Not a Balloon

Blue Book | Connecticut: On March 28, 1954, a UFO sighting occurred over several eastern towns of Connecticut, including Danielson, Plainfield, Jewett City, Norwich, New London.

Though the Air Force later believed this sighting might be caused by several reasons (a Balloon, the planet Venus or a Meteor), the observers saw something that was "unidentified."

The object was observed with the naked eye and binoculars. It was seen for over one hour (*which rules out the meteor theory*).

Airplanes were recorded to have flown over the unusual object as it moved laterally and at times vertically. The shape, according to witnesses was slightly different from round to ellipsoid.

The object moved easterly “against the wind” (*this rules out the Balloon theor*y). The skies were clear with no clouds this evening according to Air Force Reports. The object was described as a bright metallic object.

Other things noticed with binoculars by various observers was:

1. “the object was spinning,”;
2. “there appeared to be a tail assembly on the bottom,”;
3. “there was a fire around it,”;
4. “another observer mentioned it looked like a jet blast came out of one section when it moved.”

The object seen by witnesses 50 miles apart agreed it was no balloon and no meteor. Engineer and pilot ground observers in Norwich agreed, it appeared to have some energy around it and was "not a balloon."

One observer confirmed he had electrical interference with his television during the time of the sighting. It was also conveyed the unidentified object was "silent."

The Air Force concluded it was not a star (*that rules out that*) but said they believed "it was a balloon." One final witness called in a few days later mentioning at 7:15 pm this same object appeared over his head no more than 200 feet to 1,000 feet in altitude moving fast like a jet, but was "silent."

Furthermore, the object lit up the ground as it passed. The UFO was ruled not a comet or meteor as it had no tail, no sound and was traveling horizontally. In his words: It was "spherical," it was "bright," and it traveled at an "excessive speed."

Venus would have to be ruled out as no one has seen a planet traveling 200 to 1,000 feet over the earth's surface. [cdlxxxi]

Comment | The above case appears to be not correctly classified.

- ☐ First, if this object was a balloon and it had some "fire or energy" around it, the person who saw the object 200 to 1,000 feet in altitude would have observed this;
- ☐ Second, I know of no balloon that causes electrical interference;
- ☐ Third, the UFO was glowing (what balloons glow?);
- ☐ Fourth, a jet stream of some sort came out from behind the object as it moved. Balloons do not eject jet blasts.

This sighting should have been classified as an Unknown object.

Jets scramble

Blue Book | Arizona: On December 26, 1954, according to the '*Douglas Daily*,' around 6:00 am an unexplained bright object lit up the skies in the Bisbee-Douglass, Arizona.

A jet interceptor was reported to have been sent from Davis Monthan Air Force Base to Investigate. It returned after being unable to locate anything out of the unusual.

Bisbee authorities were notified that something unusual was going on by a truck driver whose name was not obtained. He said the light was so intense it forced him to pull to the side of the road and stop. According to police, other reports affirmed: "the object reportedly came down out of the sky, rose again, appeared to hang in space for a few seconds and emit a bright light, then disappear."

The object was believed to be large. The aerial visitor behaved differently from the green fireballs that have been seen from time to time throughout the Southwest. The next day a UFO with red and green colors was reported over Nogales, Arizona. [cdlxxxii]

Updated information on the Case:

In the U.S. Air Force account, the pilot took off in an F-86D (all-weather fighter). The Air Force pilot made three unsuccessful attempts at intercepting the UFO. He mentioned: “The aircraft (UFO) behaved in a very unorthodox manner while maneuvering to avoid interception."

The UFO finally took off towards Mexico / Central America. The Air Force concluded the witnesses must have seen the star "Canopus." [cdlxxxiii]

Comment | In my opinion, this case should have been classified as "Unidentified."

Large sphere after Church

Blue Book | Connecticut: On February 23, 1955, Major James Fagan USAF prepared a report on two sightings of an unidentified flying object sighted at approximately 10:00 pm on February 23, 1955, near North Wilton, Connecticut and North Tarrytown, New York.

The UFO was oval and spherical, reddish-orange and orange respectively by both witnesses. The craft emitted no noise and had no tail or trail and was luminous. The witness gives the following testimony in the report:

“I live in Wilton, Connecticut, and on returning to my home last Wednesday night from a church meeting, February 23, with my wife, I went on Route 33. About halfway from the center of Wilton to my house (which is about five miles from the center), my wife spotted and pointed out to me a rather peculiar object going across the horizon.”

“It appeared to be a red ball several, thousand feet from the earth and traveling at a high rate of speed. It was not an airplane. I looked in the papers for some mention of a meteor that may have come to earth but had seen none.”

“Subsequent to that; however, I spoke to a friend of mine, who lives on the Hudson River, and he mentioned, in reply to my description, that the same night and about the same time a similar object had passed over his house and crossed the river. This would

seem to show that it was not a meteor heading for the earth, as the height, speed, and distance was such that it would have hit the earth before it reached the location of the river. The time was approximately 10:00 pm or slightly after that."

The Air Force interviewed both witnesses on March 23, 1955. They both agreed "it was as large as a commercial airliner" and flying at the same altitude you would normally see. They also mentioned this object descended at a 30-degree angle and appeared as though it would hit the ground in 10 miles should it continue falling at that angle. The object disappeared behind "Bald Mountain."

According to the observers they were two and a half miles north of Connecticut State Highway 33 from the intersection of U.S. Highway 7 just before Bald Mountain. The report was sent on to Wright Patterson Air Force Base.

The Air Force concluded the observers must have seen a "meteor," though no evidence in the file suggests this was proven. [cdlxxxiv]

Comment | 1. If the object were a Meteor, the size of a commercial airplane, the impact would have caused damage to a large section of Connecticut. There is no mention of such explosion or meteor in the papers. 2. The object left no trail or tail as it flew downward. Again, we usually see some tail with meteors behind it wake. It is my belief this should have been classified "Unknown."

UFO at Indian Harbor

Blue Book | Connecticut: September 16, 1962, around 11:20 to 11:30 pm two individuals in a car reported a Triangular shaped UFO at Indian Harbor Yacht Club (Greenwich) overlooking Long Island. The craft heading south then executed a 90-degree turn. The craft was described as emitting a sound and had three white lights as well as many additional green lights. They first saw the object having two large lights on the front and one large one on the back, giving it a triangular appearance.

As the craft flew, it was not in a straight line, but more “undulating” path of flight. The object appeared to be at a great height. According to them: "It must have been an immense size."

The two witnesses confirmed: “The object behaved unlike a conventional aircraft, that he was doubtful the object was conceived anywhere on this planet”.

Major Hart asked the witnesses to complete a questionnaire. The report was sent to Lt Colonel Robert Friend at Wright Patterson Air Force Base at Wright Patterson AFB. The Air Force concluded the witnesses must have seen an aircraft. [cdlxxxv]

Comment | The UFO executed a 90% turn – it was not discussed in the document whether this was a straight 90% pin turn or banking turn. If pin turn, this would rule out aircraft. 2. The path taken was "undulating." Most aircraft fly straight and do not undulate. In my sightings, I have seen several UFOs "undulate," and it is very weird watching this phenomenon. It is my belief this should have been classified "Unknown."

Jet chased by UFO

Blue Book | Connecticut: On July 3, 1965, three witnesses observed a UFO from their home in Candlewood Point (New Milford) Connecticut. A man and his two children wrote the Air Force on August 2, 1965, sharing their observation.

They spotted a brightly lit object "rising slowly from southern horizon." The object was top-shaped and at least twice as large as a plane. At first, the witnesses believed the object was an early display of fireworks, but after fifteen minutes of observation they realized "it was getting higher and brighter."

They watched "its brilliance, yellow, reds, and as it got almost straight above." It was then they observed the outline of a jet plane directly behind the object. In his letter to the Air Force, the observer stressed: “Please don’t explain any secrets, but would like you to know what we saw”.

The observer closed by saying, it was not a falling star, and it was “the most brilliant of anything I have ever seen." A Colonel from Wright Patterson AFB, Ohio forwarded the letter to headquarters USAF SAFOICC (Washington, D.C.) with a request to send form 164 to the witnesses. The Air Force classified this as "Insufficient data." [cdlxxxvi]

Gigantic

Children report gigantic UFO to AF | Blue Book | Connecticut: On February 18, 1967, two children from Glastonbury Connecticut wrote the U.S. Air Force on March 20, 1967, stating while skating they witnessed an unidentified flying object. In the short letter they said:

"As I looked up I saw a gigantic thing."
"It was round and white and stood in one place."

Suddenly around 8:22 pm, it then "disappeared." In the short letter, the children asked the air force for information and pictures on UFOs. [cdlxxxvii]

Electromagnetic Effects

Blue Book | New Mexico: On April 2, 1966, about 7:49 pm, an observer spotted a fuzzy oblong object in the sky over Truth or Consequences, New Mexico. The object appeared to stand still “hover” then sped off in another direction. The UFO was a greenish orange color and made no sound. The oval UFO was 25 to 30 feet long and 10 feet high.

After the UFO hovered, it then suddenly moved straight up and moved off to the left. Its speed was between 400 to 500 miles per hour.

The witness watched as one small object dropped down from the larger UFO. In the write up the UFO was described as orange in color. The witness also stated some blue coming from behind the craft which he considered exhaust. His report also noted the tower

lights went out. The Air Force thought this object to be "an aircraft." [cdlxxxviii]

Saucer Photographed over DC

Blue Book | Washington, D.C.: On May 15, 1952, at 9:50 pm several Naval Officers observed a saucer-like object over Washington, D.C. The UFO was described as having the color of gold and orange with no exhaust. The UFO was described as “saucer-like."

The UFO traveled due south in level flight and vanished from sight. The UFO was "extremely fast." The witnesses were interviewed, and it was determined the object was not a meteor and not an aircraft landing light. Other descriptions given: 1) "the impression of spinning motion" and 2) "Amorphous light." The Air Force Project 10073 card labeled this event as a "Meteor." [cdlxxxix]

Comment | Meteors usually display some short trail behind them. This object had no trailing materials. What was it they witnessed?

Photographic Image

The following image is a photograph of a UFO over a home in Lexington, Missouri.

Figure 58 - Disc Photograph - Project Blue Book 1967, MO[cdxc]

Chapter 16: UFOs on Radar

UFOs have been tracked on radar since the late 1940's. However, not all UFOs show up on radar. It is believed some of the newer UFOs have stealth technology. In the first case below, we notice how secretive the analysis of these cases become. Near the end of the story, we hear the witness and Dr. J. Allen Hynek discuss; "keeping their mouths shut."

MIT Tracks Saucer on Radar | Blue Book | Dr. Hynek Gets Involved: On September 21, 1950, an MIT confidential report was prepared after a UFO Jet chase between 9:53 and 9:55 am over the open ocean off Provincetown, Massachusetts. MIT research associate/Air National Guard Maj. Myron Herbert Ligda and Joseph V. Connelly tracked on radar an unidentified object heading north.

“The tracking of the UFO occurred while the MIT Weather Radar Research Group was tracking the flight of two Otis AFB F-86 jet fighters. The two F-86’s (known as “Sabre Jets”) were heading 333° straight and level course at about 400 mph (IAS 250 knots) positioned at range 45 miles 105° azimuth initially, at 9:50 am.”

Figure 59 - F-86H Sabre Jet, courtesy of the U.S. Air Force National Museum, [cdxci]

“The UFO was detected at 9:53 am on a nearly intersecting straight-line course heading about 358°. The F-86 pilots were warned by VHF-1 radio but could not see the object due to poor visibility haze. The ground radar images showed the object crossed about 3 miles

in front of jets at 9:54 am. The UFO's speed was determined to be about 1,500 mph. It then made a sharp right turn and performed a loop of about 270° about 15-G's centripetal acceleration back to the West. MIT confirmed the "Saucer" was traveling at 22 miles per minute during its turn, which came out to be 11 to 12-G's for any occupants. The following notes are gathered from researchers on this unusual event.

NOTE 1: Dr. J. Allen Hynek's report states the following of the incident:

"An exceedingly puzzling event occurred during the 3rd run when the planes were heading northeast at 30,000 feet. We picked up another plane (object) in the radar beam traveling about due north on a converging course toward the F-86s. It was moving very rapidly, and I told the pilots about it, its range and direction from them."

"The echo caught up with, passed, and then crossed the course of the F-86s, suddenly went into a very tight turn to the right, headed back toward Boston and passed directly over our flight."

"The sketch (in the file) represents, as closely as we can remember, the relative positions of the two planes. Two other observers were with me at the time, and we have checked over the facts rather closely. The pilots will undoubtedly recall the incident. They said they didn't see anything, which is not too surprising considering the speed of the object and the fact that it may have passed several thousand feet above or below them, and still looked like a coincidence to the radar."

"Figuring conservatively, the speed of the object was approximately 1,200 mph, and the centrifugal force exerted on the ship during the turn amounted to something more than five G's. It gave an excellent radar echo, which could not be mistaken for anything else and in all respects except for the velocity seemed a normal radar target. It passed out of the beam while we continued to track our flight, but we focused on it again for a few seconds shortly after it was rapidly approaching Boston."

"The letter continues with the radar observer expressing disbelief at what he has observed":

“The whole thing doesn't seem to make sense as you will discover when you reflect a moment about it. It was very evidently an interception of some sort on our flight, but what?

The turn was utterly fantastic. I don't think the human frame could absorb it but if the object was radio controlled it had no particular business flying on such courses as planes occupied on legitimate business.”

“A few rough calculations concerning control surfaces, angles, etc., only adds to the puzzle that this object must have been entirely ‘unconventional’ in many and basic respects. Perhaps the thing that bothers me the most is that it gave a perfect radar echo, which implies irregular surfaces and comparatively large size, large enough so the pilots might have had a good chance to see it."

“It seems highly probable that I may be poking into something that is none of my business, but on the other hand, it may be something that the Air Force would like to know about if it doesn't already.”

“I wish you would take the matter up with your intelligence officer or C.O. and get their reactions. The whole thing has us going nuts here, and we don't know whether to talk about it or keep our mouths shut. Until I hear from you, we will do the later.”

“Perhaps we could run another mission for the purpose of bringing it out again and this time track it or at least get your pilots close enough for a look-- they'd never catch it I'm sure.”

“The officer was told that someone from Otis Air Force Base would contact him concerning the sighting. However, he was never approached, and no further information about the case was released.” [cdxcii]

NOTE 2: A letter from the Director of Evans Signal Laboratory (Weather Radar Research), Belmar NJ commented on October 6,

1952: “The signal strength from the two F-86's in close formation was approximately two-thirds saturation. The signal from the "Saucer" was saturated."

Major Tuttle, the Weather Officer at Otis, asked the Laboratory to treat the matter "confidential as far as any general public was concerned."

The following day two men from the Boston Office of Special Investigations came to the Laboratory and reiterated the message of the Air Force.

NOTE 3: Subject: “Report of Flying Saucer Sighting”: A Message sent by Luther E. Johnson, Lt Col, Chief, Special Projects Branch to the Signal Corps Intelligence Agency, Main Navy Building, Washington, D.C. on Nov 26, 1952 states:

> **“It is understood that the Air Force treats information of this type with a high classification. If it is desired that M.I.T. under Signal Corps contract, consider this information as higher than Restricted Security Information, this office should be advised in order that appropriate directives may be prepared.”**

The message was prepared for the Chief, Engineering and Technical Division. Information was forwarded to Air Technical Intelligence Center, Wright Field from Pentagon Annex 3 on December 17, 1952. [cdxciii]

UFO tracked during missile launch | White Sands |"Case classified": On July 14, 1951, a guided missile was launched at White Sands Proving Ground, New Mexico. Through a telescope, ground observers followed the missile's trajectory. The observers reported that during the missile flight, an unidentified flying object appeared near a B-29 in the area. The unidentified object was recorded on film and also confirmed by radar by two separate planes. [cdxciv]

The results were never published, and the contents are missing in the U.S. Air Force Project Blue Book files. This case appears to be

another classified encounter never released to the public.

Radar picks up fast moving target | Blue Book | Tierra Amarillo, New Mexico: On May 25, 1952, at 9:58 am two radar operators at Tierra Amarilla picked up a target moving fast. Each sweep brought the target 10 miles closer to the operators. The Air Force reported the reliability of the operators were "good" and "excellent." The signed confessions are in the file but barely readable. What we can determine is:

1. These ‘objects were traveling directly toward the radar detecting station”;
2. They were ‘moving fast”;
3. They were ‘straight and level. Various theories were thrown out finally one stuck "Radar Jamming."

The radar jamming was never proved it was just a theory. The case was concluded with "Other - Radar Jamming." [cdxcv]

Langley AFB picks up unknowns on Radar | Blue Book | Langley, Virginia: On July 26, 1952, at 2:30 pm two officers at Langley AFB, Virginia picked up an unidentified target on radar rapidly approaching the base.

The object was first detected at 15 miles then disappeared at 8 miles from the base. The speed of the target was established at 2,600 miles per hour at an altitude of 5,000 feet. Then at 2:50 pm, another target was picked up on radar moving away from the base.

At 12 miles out, it (the UFO) then stopped,
hovered for two minutes then resumed flight at extreme speed.

The Air Force report stated the observers had considerable experience with radar equipment. Further, the objects return echo from the target was "much larger in area than that of an ordinary aircraft and was fuzzy in appearance."

That very morning before 1:00 am, two other military and news observers spotted an object stationary over the James River Bridge at Newport News. No sound was heard, and no exhaust was seen. The object in view for one hour proceeded to move slowly over a ballpark around 1:30 am. Two F-94 jets were dispatched and made radar contact for two minutes with four objects flying in vector formation. [cdxcvi]

Figure 60 - F-94C - "starfire", courtesy of the U.S. Air Force, [cdxcvii]

McGuire AFB Radar picks up 21 Blips | Blue Book | New Jersey: On July 28, 1952, at 6:00 am, Radar operators at McGuire Air Force Base in New Jersey picked up a larger cluster of 21 distinct blips.

The blips did not act like normal planes. The objects would move about and change their pattern. Some UFOs were in a line while others were in echelon formation. One group left the bigger group headed north then proceeded west.

One object coming toward the base was observed making an abrupt 180-degree turn to the right with no increase in speed. The object viewed through binoculars had no known silhouette. It was oblong with no visible tail or wing sections.

In the Radar scope recreations, the number of UFOs increased over time at McGuire Air Force Base as follows:

1. At 6:00 am – 21 objects
2. At 6:30 am – 31 objects
3. At 6:55 am – 50 objects, [cdxcviii]

Twenty-five UFOs tracked on Radar | Blue Book | Maine: Between 9:30 and 11:45 pm approximately twenty-five unidentified objects were observed on GCA radar over Presque Isle, Maine on October 16, 1953. The sightings were confirmed by four members of the detachments 1974-1, 197th AACS squadron. The men described the objects as:

1. “not flying in a definite formational pattern however a few appeared side by side”;
2. “appearing in groups from three (3) to eight (8) objects”;
3. “flying between 80 and 100 mph”;
4. “emitting no sound”;
5. "emitted no exhaust or trail."

One F-89 was scrambled at 10:08 pm by the 766th AC&W to identify the objects. The Aircraft was vectored to the area but was unable to locate any objects by sight. A Teletype message was prepared and forwarded to the commands at Director of Intelligence HQ USAF Washington (DC), ATIC Wright Patterson Air Force Base (OH), ADC Ent Air Force Base (CO), EADF Stewart Air Force Base Newburgh (NY) and 4711th DEF WG Presque Isle Air Force Base (ME).

The Air Force concluded an "electronic interference or birds caused the sighting." Further notes stated an intercept was attempted with negative results. [cdxcix]

Comment | When I read this report all I could say was: “Gee, we just spent a lot of taxpayer money on jet fuel to chase electronic interface and a suspected pack of 25 birds”. Either birds or something else was there and sped away when the UFO pilots noticed the armed F-89's approaching.

Holloman tracked four objects | Blue Book | New Mexico: On December 3, 1953, for 30 minutes ground Radar at Holloman followed four objects. Three of the objects were equally spaced, while the fourth was flying twice the space of the other objects.

According to the report, the objects on the Radar Screen were very large and bright for aircraft 50 miles away. The Air Force could not come to a conclusion based on "insufficient data for evaluation." [d]

UFOs near RAF Bentwaters | Bentwaters, England: On August 13-14 1956, two USAF radars confirmed tracking UFOs near RAF Bentwaters. The US Airforce established this was not a result of radar malfunction or unusual weather.

At 9:30 pm one UFO was tracked between 4,800 to 6,000 mph. Then the second group of 12 to 15 targets was followed converging on one large object appearing several times larger than a Convair B-36. This large object stopped twice before leaving the area.

Since the B-36 had a wingspan of 230 feet, this object had to be over 600 feet in diameter. At 10:00 pm another object was tracked across the sky at 12,000 mph. At 10:55 pm Bentwaters GCA picked up an object moving along at 2,000 to 4,000 mph. At the same time a pilot on a C-47 transport radioed the bright light streaked under the aircraft at terrific speed. More UFOs were seen. Finally, at 11:30 pm, the RAF launched a deHavilland Venom interceptor from RAF Waterbeach.

Figure 61 - Illustration of disc compared to two B-36 bombers

NOTE 1: "Pilot advised he had a bright white light in sight and would investigate. At 13 miles west, he reported the loss of target and white light. Lakenheath (radar) vectored him to a target 10 miles east of Lakenheath and pilot advised (that) target was on his radar and was 'locking on.' The pilot then reported he had lost target on his radar.

NOTE 2: "Lakenheath GCA reports that as the Venom passed the target on radar, the target began a tail chase of the fighter. Radar requested pilot acknowledge this chase. The pilot acknowledged and

stated he would try to circle and get behind the target. The pilot advised he was unable to 'shake' the target off his tail and requested assistance."

NOTE 3: In a follow up to this incident, author Jenny Randles in her book "*The UFO Conspiracy*" shared that Ralph Noyes of the British Air Ministry, confirmed that film from the gun cameras was taken of this object. At the time of the admission, these were located in the files of the MOD. Two things she mentioned in her book that struck me:

1. the MOD admitted to destroying most of the earlier records (assuming including the pictures) in 1961,
2. the British and American public was never informed of such case. [di]

NOTE 4: In a 1969 report by the Air Force-funded study at the University of Colorado under Dr. Edward U. Condon concluded:

> **"In summary, this is the most puzzling and unusual case in the radar-visual files. The rational, intelligent behavior of the UFO suggests a mechanical device of unknown origin as the most probable explanation of this sighting. However, in view of the inevitable fallibility of witnesses, more conventional explanations of this report cannot be entirely ruled out."**

It was noted that the comment was directed to certain events like the USAF Air Intelligence Information Report filed by Captain Edward L. Holt, on August 31, 1956. [dii]

Jets Scrambled after 54 "unknown" objects | Blue Book | Las Cruces, New Mexico: On February 7, 1957 between 3:53 am and 5:32 am, the 685th AC&W Squadron at Las Cruces AFS carried a total of 54 unidentified blips on their radar screen traveling from the

north toward the station at speeds of 60 - 160 knots at altitudes of 6,000 to 14,000 feet.

The targets disappeared approximately three miles out. The initial sighting consisted of 23 blips. At the same time the 686th AC&W Squadron at Roswell AFB, NM, had a number of blips, but with insufficient movement to establish track information.

Four interceptor aircraft were scrambled out of the 15th FIS at Tucson, Arizona, and the 93rd FIS at Albuquerque, New Mexico. Two separate radar contacts were made by these aircraft including 13 targets at approximately 100 miles NE of El Paso, Texas. [diii]

300-foot cigar-shaped object seen | Blue Book | San Andres Mountains: On November 5, 1957, around 4:34 am a radar technician saw a stationary cigar-shaped object at San Andres Mountains giving off an orange glow.

This hovering object was 300 feet long and 100 feet wide. Regarding the two-day UFO events that had taken place, Colonel McCurdy stated that Major General Leighton I. Davis, Commander of the Missile development Center ordered an official investigation of the reports. One final comment made by the Colonel was: "other scientists at the center had their theory about what the object might have been, but he would not discuss the theory." [div]

Seventeen UFOs tracked on Radar | Blue Book | Cannon Air Force Base, New Mexico: On November 6, 1957, the radar unit at Cannon Air Force Base New Mexico, tracked 17 outbound objects for nine minutes. The radarscope signature looked like that of a plane.

The Air Force investigators first suggested the 17 objects may be migratory birds. However, this was ruled out by the 200-mph speed and the radar returns. It was then considered the objects might have a small transponder “IFF equipment” on board used by small army craft or civilian air patrol planes.

The witnesses were five radar operators, three of which in the reports were given good reliability. Though the Air Force investigator

had no conclusive proof, they concluded the cause of this case was "possibly aircraft." [dv]

Comment | The classification analysis, in this case, is complicated in that if they were a large group of planes one would hope we could have identified them. Since this was not in the file we would think the Airforce could have labeled this case in one of three ways: "Unknown," "Unidentified Object," or "Not enough information of data for evaluation."

CAA (FAA) Radar Operators

In December 1958, John Lester of the Newark Star-Ledger reported after speaking with over 500 CAA Radar Operators that he was informed they had tracked UFOs and a sizable number believed the "unknowns" were interplanetary machines. [dvi]

Radar tracked during missile launch

This next case is brought to us from NICAP, and the file does not appear in project blue book. In 1962, a UFO appeared at an Air Force test range after a rocket launch. According to NICAP, once the rocket was launched a UFO appeared and followed the missile. As a result of the UFO's stronger signature pattern, the automatic radar tracking system switched from the missile to the Unidentified Flying Object. Radar monitored the entire 10-minute UFO encounter. [dvii]

This UFO was tracked on military hardware and considered highly classified, so it was labeled "Top Secret." The formal report was not sent to project blue book. The report was sent someplace else.

3 UFOs Tracked | Blue Book | Fort Meade Missile Master Center: On February 27, 1961, at 10:45 pm ground radar picked up a cluster of three objects at 6,300 feet. The Radar at Fort Meade Missile Master Center tracked the objects for 20 minutes.

The UFOs were said to be standing still then preceded to speeds of 900 knots with stops and starts. The UFOs were seen and

recorded in a report detailing the visual and Radar evidence. Another observer witnessed something in the sky at 10:15 pm in Herndon Virginia. The report stated there was no possible cause for the sighting. However, the Project 10073 card noted the Radar reading was most likely caused by "temperature inversion." [dviii]

Comment | That has to be powerful temperature inversion to show “stops and starts” at 900 knots over a period of time.

Engineers film UFO
Film confiscated

Blue Book | California: Summer 1962 a fellow Air Force person along with 12 engineers at an ADC Radar Installation witnessed a UFO "watching them." According to Paul Cerny, Chairman of NICAP's San Francisco Subcommittee, related a story he heard from a fellow was stationed at the North Valley military facility:

“There were 12 engineers and technicians at a radar installation on top of a low mountain called Twin Buttes in California. It was in the summer of 1962. A UFO approached their installation and began circling it. The engineer who first told me of the incident said that the UFO circled just like a Piper Cub airplane would. This was in broad daylight, and apparently, the object was observing the radar station.”

> **“It was a double-sided disc, like two bowls put together, and it was a silver-coin color. There were no windows or anything else visible. It was about 50 feet in diameter, and was only a few hundred feet away-very close.”**

“One engineer grabbed his 35 mm movie camera-he had been taking pictures of missile launches and started shooting. He shot 90 feet of color film.” **“Two days later the Air Force came up there and confiscated the film.”** [dix]

Radar tracks four UFOs across four states | Blue Book: On August 1, 1965, UFOs were tracked on Radar from Nebraska, Kansas, Oklahoma and New Mexico (Hobbs and Carlsbad).

In Kansas, the weather bureau reported following several UFOs on Radar at 6,000 to 9,000 feet.

Tinker AFB was tracking the same or additional four objects on Radar at 22,000 feet according to Police.

At Artesia, New Mexico, a round object was seen changing color from white to orange. Four witnesses called Police when a bright object with red tail headed over the town.

At Hobbs, the round object was seen this time as white with an orange tail. In Carlsbad, it was witnessed by a Police department dispatcher-heading west. [dx]

Glowing orange object tracked on Radar | Blue Book | Dow AFB, Maine: On February 11, 1966, at 11:55 pm at Dow AFB, Maine a glowing orange object with domed top, hovered, then maneuvered over the area. The witnesses were military police and citizens. The UFO was tracked on Air Force and FAA radar "making tight turns at a low altitude."

This event is personal to me, as I met one of the officers who relayed this event to a group of us during a meeting in Connecticut at a MUFON event in 2011. On this day at 11:55 pm, a 20-foot diameter disk with dome appeared over a police car near Skowhegan, Maine. The officers were Skowhegan Policemen, Robert E. Barnes and Everett Laporte.

A NICAP article, pointed out this event unknowingly to the police was being tracked on radar at Dow Air Force Base, Bangor. The Federal Aviation Station at Augusta also tracked it. Radar confirmed the object was making "tight turns at low altitude."

Later the Air Force tried to go back on their story and stated "some ground clutter" caused the blips. Here is where it gets interesting the NICAP report does go on to state, the officers noticed the following characteristics:

1. “It was easily visible for its orange glow”;
2. “the object slowed down and hovered above the town”;
3. “made a few maneuvers over the town”;

4. “It finally sped up and disappeared. His testimony to us that these police officers were scared that evening.”
5. “The object descended over our vehicle”;
6. “we first thought it was a hubcap, but as it descended it got bigger”;
7. “we thought it was going to crush our patrol car; we jumped out”;
8. “it stopped, hovering approximately 4 feet off the ground in front of our patrol car”;
9. “it then began to move off to our left, up over trees out of our line of view,
10. “part of the object was rotating (the top part)”;
11. “at one point it looked like there was a doorway that was on the side of the craft as it rotated.”;
12. “As it stopped and hovered, it was of a darker color, almost dark gray in color.

I will end with this, the officer shared with us (in the 2011 meeting), back when we were fearful to share this information, someone would call you nuts and take away your pension. We remained quiet until now.” [dxi]

If you want to read additional Radar cases the best place to go to read about 80 cases is at NICAP.org. Go to the following site:

http://www.nicap.org/CATEGORIES/09-RADAR_Cases/

Chapter 17: The Truth Comes Out

This next chapter takes us to those U.S. Air Force professionals who were brave enough to come forward and tell the truth about UFOs. These individuals show courage, bravery and are all well respected. In this section, we will discuss beliefs and hard evidence of the UFO reality.

General Twining

On September 23, 1947, General Nathan F. Twining wrote Brig. General George F. Schulgen that after studies and conferences on "flying discs" by the various lab and engineering divisions at Wright Field, Dayton (Ohio).

The labs determined UFOs are real objects – not of earth.

Twining goes on to elaborate the balloon was a cover story to divert the Press. [dxii]

The following statements are taken from this letter: It is the opinion that:

1. The phenomenon is something real and not visionary or fictitious.
2. There are objects probably approximating the shape of a disc, of such appreciable size as to appear to be as large as man-made aircraft.
3. There is a possibility that natural phenomena, such as meteors may cause some of the incidents.
4. The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in roll), and motion which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the

possibility that some of the objects are controlled either manually, automatically or remotely. [dxiii]

The apparent common description is as follows:

1. Metallic or light reflecting surface.
2. An absence of trail, except in a few instances where the object was operating under high-performance conditions.
3. Circular or elliptical in shape, flat on the bottom and domed on top.
4. Several reports of well-kept formation flights varying from three to nine objects.
5. Usually no associated sound, except in three instances a substantial rumbling roar was noted.
6. Level flight speeds generally above 300 knots are estimated.

The Swedish Government

On November 4, 1948, a Top-Secret Memo written by the U.S. discussed a recent meeting with Swedish Air Intelligence Service on the Unidentified flying objects in Sweden. The Swedish government informed U.S. officials that after studying the objects that some reliable and fully technical qualified people have reached a conclusion that;

"These phenomena are obviously the result of a high technical skill which cannot be credited to any presently known culture on earth." - Wright Patterson Authority

In January 1949, True Magazine published the story that it had; "learned that a rocket authority stationed at Wright Field has told "Project Saucer" personnel flatly that;

“the saucers are interplanetary and that no other conclusion is possible." [dxiv]

Chilean Government

On February 23, 1949, the Chilean Government in the Antarctic expedition filmed hundreds of feet film of “things” circling above their ships. Major Donald Keyhoe in his book revealed the following from Commander Orrego:

> **"During the bright Antarctic night, we saw flying saucers, one above the other, turning at tremendous speeds. We have photographs to prove what we saw."**

One source stated the object was Cigar shaped. [dxv]

The photos in the Project Blue Book files for Antarctic sightings of 1948 are "not in the folder." [dxvi]

All UFO cases are “classified”

U.S. Army confirms all information on UFOs is classified: Commander Robert McLaughlin (later Rear Admiral) was informed point blank, that the subject of UFOs was "classified."

On July 6, 1949, during a visit to Naval White Sands Proving ground, Commander McLaughlin mentioned to a Mr. Scholin, Public Information Officer, National Military Establishment, Washington, D.C. that his personnel was able to track flying discs during the Spring of 1947.

Captain Edward A. Detchemendy, (Ordinance, U.S. Army, Former Public Information Officer, White Sands) tried to interject McLaughlin from telling the story and stated the Army Public Information Officer at White Sands considered the information classified.

Further to this report, upon Detchemendy and Scholin leaving the office: he reiterated to Scholin that: "the White Sands Proving Ground's Public Information Officer considered all information gathered on flying discs classified and any release regarding would them would stem from official information channels in Washington." [dxvii]

Admiral Robert B. McLaughlin

In a '*True*' Magazine article printed in March 1950, Commander Robert B. McLaughlin concluded:

> **"I am convinced that it was a flying saucer and, further, that these disks are spaceships from another planet, operated by animate, intelligent beings."**

Further to his comments, Commander McLaughlin gives us some insight into his thinking of these objects. "I think that the saucers are piloted spaceships, first because of their flight performance." Further, he states;

1. "This extreme maneuverability-plus their large size eliminated for me the likelihood of their being operated by remote control."
2. "Their behavior would indicate that they are interested only in observing us."
3. "I must suggest that they are considerably smaller than we are." [dxviii]

Former Minister of Finnish Government and engineer

On June 9, 1951, around 8:05 pm Mr. Saastamoinen an engineer and former Ex-minister of the Finnish Government, observes a UFO near Mikkeli, Finland. The disk-shaped craft flying at 10,000 feet was said to be perfectly round and 25 meters in diameter.

The unidentified object had the color of aluminum with no signs of visible windows. He stated the object appeared to be traveling at 800 miles an hour on a straight and level course. His attention was drawn to the disk while driving with his wife. He then stopped the car to observe the object disappear into the clouds. His verbal report to the USAF, Air Attaché at the American Embassy at Helsinki was that it had no sound and his opinion of the propulsion was neither a conventional reciprocating engine nor jet engine. **[dxix]**

Norwegian Government

In 1952 a UFO reportedly crashed at Spitzbergen. The story was taken from the September 5, 1955 issue of '*Stuttgarter Tageblatt'* of the Dutch Publication UFO-GIDS, Colonel Gernod Darnbyl of the Norwegian General Staff was giving a presentation to the Air Force Officers stating the following: "

> **"The crashing of the Spitzbergen disc was highly important. Although our present scientific knowledge does not yet enable us to solve all riddles, I am confident that these remains from Spitzbergen will prove to be of utmost importance in this respect.**
>
> **Some time ago a misunderstanding was caused by saying that the disc probably was of Soviet origin."**
>
> **"It has— this we wish to state emphatically—not been built in any country on earth. The materials used in its construction are completely unknown to all experts having participated in the investigation."**

According to Colonel Darnbyl, the board of inquiry is, however, not going to publish an extensive report until some sensational facts have been discussed with U.S. and British experts. We should reveal what we found out, as misplaced secrecy might well lead to panic.'

Contrary to information from American and other sources, Second Lieutenants Brobs and Tyllensen, who have been assigned as special observers of the Arctic regions since the event at Spitzbergen, claim that flying discs have already landed in the polar regions several times. Said Lieutenant Tyllensen:

> **"I think that the Arctic is serving as a kind of air base for the unknowns especially during snow storms when we are being forced back to our bases. Shortly after such adverse weather conditions, I have seen them land and take off on three separate occasions."**

“

I noticed then that after having landed they execute a speedy rotation around their discs. A brilliant glow of light, the intensity of which being variable with regard to speed and at landing and take-off, prevents any view of the things happening behind this curtain of light and on or inside the disc itself.” [dxx]

Comment | This is an interesting point made by Lieutenant Tyllensen of UFOs showing up in snow storms. I will state that in Connecticut, I witnessed several UFOs appearing the night before or the night of snow storms from 2011 to 2012. On several occasions, they were spotted over Farmington.

Former Arizona Congressman

On September 6, 1952, at 4:55 pm, the former female Congresswomen (now the owner of the Arizona Inn) observed a bright tear-drop shaped object for two and a half minutes at Tucson, Arizona.

The UFO descended in a general southeasterly heading towards them and then disappeared on a reciprocal heading ascending until the UFO was lost to view. According to the report, the tear-drop or pendant shaped object was orange in color. No evidence of propulsion was seen.

The Congresswoman stated she witnessed a “saucer” in which then her employee looked up and also saw the object. It appeared to be above the Grand Central Aircraft Plant at Tucson Municipal Airport.

The object was seen "whirling on its vertical axis" and emitted the bright orange light. As the object got bigger and approached their car, it suddenly stopped, and without executing any turn, began to ascend along the same path it had descended. It continued upward in the sky until it could no longer be seen. The Air Force report stated the Congresswoman was "intellectual, clear-minded and regarded as a thoroughly credible witness. USAF Major William Beckett prepared a FLYOBRPT on September 29, 1952. The Air Force conclusion was the object was an "Unknown." [dxxi]

Navy Secretary Dan A. Kimball

On March 15, 1952, Navy Secretary, Dan A Kimball, told an audience of Navy Officers and Air Cadets at Pensacola, that he witnessed a UFO. His cabinet left Pearl Harbor and was heading to Guam in two planes. The first plane carried the Navy Secretary and the second plane carried Admiral Arthur Radford. While over the Pacific at night, his pilot and co-pilot had noted a flying saucer had come out of nowhere, flashed a light beam at the secretary's plane, raced ahead and shot up into the sky.

One of the pilots came back to the Secretary to inform him and asked whether they should report this to Pearl Harbor. The Secretary said no, as Pearl Harbor would not believe him, but did ask the other plane be informed and to keep an eye out for it.

Minutes later the second plane radioed the first plane and mentioned the saucer came out of nowhere, flew alongside their wing, then shot off into the sky. There was no official report filed on this sighting to project blue book but was revealed to the press during the disclosure to the audience. [dxxii]

Updated information on the Case 1:

This report is also in the NICAP 1952 Chronology as well as in Major Keyhoe's book "*Aliens from Space*." In his book, Keyhoe mentions the Secretary told him "their speed was amazing." He further pointed out to Keyhoe when he landed he contacted the Air Force and asked what has been done.

The Secretary "was informed it was against orders to discuss case analyses, even with witnesses who made the reports." Further with regards to such response, Major Keyhoe confirmed Secretary Kimball undertook a conference with Rear Admiral Calvin Bolster, Chief of the Office of Naval Research and stated: "I want ONR to make a full investigation of all Navy and Marine reports from now on, also try to get duplicate reports from the witnesses in unexplained earlier cases. This is to be kept secret from the Air Force Project". [dxxiii]

Updated information on the Case 2:

In another update, we learned the UFO circled Dan Kimball's plane twice, then circled Admiral Radford's plane twice. The admiral, Radford's plane, was 50 miles behind Kimball's. According to Dan Kimball:

> **"My pilots estimated it (traveled) between fifteen hundred and two thousand miles an hour."** [dxxiv]

Comment | We can see above, the inter-service rivalry (Air Force vs. Navy) began in the early nineteen fifties to determine what this phenomenon was. The Air Force was not sharing information with the Navy. It can only be assumed the secrecy around this phenomenon was already put in place by President Roosevelt and President Harry S. Truman before Eisenhower took office.

"Fireballs are man-made devices"

On February 19, 1952, a Letter from Albert E. Lombard, Jr. Chief of the Research Division to Colonel John G. Erickson stated the Scientific Advisory Board Secretariat has requested the Project Twinkle report not be declassified. One reason: "some reputable scientists still believe that the observed phenomena are man-made." This is in regards to "fireballs and other phenomena." [dxxv]

MacDill Air Force Base UFO Evaluation

In 1952 an evaluation of "flying saucers" was sent to Strategic Air Command (SAC) Headquarters from MacDill Air Force Base. NICAP received the letter from former information Specialist Don Widener, one of the AF men concurring in this opinion.

The spaceship conclusion was based on numerous AF sighting reports, especially those in the MacDill area. The MacDill UFO project officer, an AF intelligence captain with whom Widener served, wrote the report.

As a member of the project, Widener had access to official AF sighting reports, some of which have never been released. The statement provided was the following: "Captain (name redacted) and I drafted a report to SAC Headquarters," Widener has told NICAP.

> **“It stated that in our opinion the unknown objects were of extraterrestrial origin."**

He further stated the NICAP, “I imagine that his report is still gathering dust!" The preceding ‘*UFO Investigator’* bulletin listed one case evaluated by the MacDill project. It described the MacDill radar tracking of a UFO at 40,000 feet and visual reports by a B-29 bomber crew ordered to chase it. “The UFO, a glowing oval-shaped device, reversed course and raced off. The sighting was never explained.” [dxxvi]

“Hush-Hush on UFO meetings”

On February 15, 1954, in a Dorothy Kilgallen news column she said;

> **“Flying saucers are regarded as of such vital importance that they will be the subject of a special hush-hush meeting of world military heads next summer."** [dxxvii]

Secretary of the Air Force sees UFO

Harold E. Talbot, Secretary of the Air Force, was in an airplane en route to Palm Springs, California, the afternoon of March 24, 1954. While passing over Fresno, California; Talbot, his aides, and the plane's aircrew, all saw a large metallic-looking object following the plane in a position about 1,000 feet below and a close distance behind. Talbot ordered his pilot to turn around, but when the aircraft banked, the UFO made a tight little orbit and streaked away at an incredible speed. There is no record of this encounter in Blue Book

files. [dxxviii]

UFOs are now Worldwide

On May 11, 1954, in correspondence between Major Donald Keyhoe (USMC, retired) and Major Ruppelt (USAF - project blue book) it was confirmed the public is not getting access to news on UFOs. Major Keyhoe writes the following to Ruppelt: One thing a person notices is a hint UFO news wasn't always getting wide coverage.

The Secretary Talbott sighting, for example, was so sensitive Ruppelt didn't want anyone to know he told Keyhoe. Keyhoe promised to keep his lips sealed: “I’ll try not to do anything, tied to your name, that will ever get you in any trouble. The latter applies, of course, to your news about the Talbott sighting. If it is true, it is certainly hot stuff. I've tried to check, but so far no definite info.” [dxxix]

Deputy Commander of Intelligence “Over 1,000 scientists studying UFOs”

Regarding UFOs, on June 10, 1954, Deputy Commander of Intelligence Colonel John O'Mara admitted over 1,000 scientists were working on the problem and also mentioned more than 700 reports were being received each week.

On July 9, 1954, a ‘*Wilmington (Delaware) Morning News’* article disclosed that hundreds of object sightings from ground observers were coming through the Baltimore (UFO) Filter center.

The interesting thing about this event was these sightings were not being spread to other news agencies. In retrospect, it appears the media was keeping this information local. Americans were not being presented with the facts. The reality of the day was being "hidden" from the public.

It is also interesting that this occurred four months after the February 1954 meeting with Air Force and the Airline Pilots Association meetings in California. At this meeting, the Air Force

asked all pilots to submit their UFO sightings to a representative at each airline and not the news services.

Air Chief Marshal Lord Dowding

July 11, 1954 –Air Chief Marshal Lord Dowding of the Royal Air Force Fighter Command stated:

> **"More than 10,000 sightings have been reported, the majority of which cannot be accounted for by any "scientific" explanation.**
>
> **I am convinced that these objects do exist and that they are not manufactured by any nation on Earth. I can, therefore, see no alternative to accepting the theory that they come from some extraterrestrial source."**

A year later, the '*New York Post'* on October 4, 1955, mentions two more statements the Air Chief: "the evidence is overwhelming."

Air Chief Marshal Lord Dowding, Commander-in-Chief of the Royal Air Force Fighter Command during the Battle of Britain, printed in Sunday Dispatch, London, July 11, 1954. [dxxx]

UFOs over Washington DC – Again!

On November 9, 1954, Washington, D.C. A US Navy commander based in Washington, DC, Alvin E. Moore, was working for the Scientific Intelligence Department of the CIA when he witnessed his first fleet. "When I left the office at 5:00 pm, I saw in the western half of the sky—and mainly in the southwestern quadrant—above the long, narrow, horizontal sky ribbon—two huge X's or crosses of pearly white vapor."

"I thought that in medieval days an observer of such huge crosses in the sky probably would have considered them an omen. They looked, however, more like X's than crosses having right-angle parts; and I concluded that each of four flying saucer emissions of

propulsion materials had crossed another to form the X's above the horizontal ribbon-like line of gas or vapor". [dxxxi]

Australian Navy admits to UFOs

On December 16, 1954, The Minister of the Navy, Mr. Francis of the Australian Navy declared that a Royal Australian Navy Pilot was joined in the air by two crafts resembling flying saucers. The pilot radioed Nowra Air Controllers who confirmed on Radar, the Australian jet and two unknowns. The pilot when landing his Sea fury fighter stated: "the two objects were much faster than his Sea fury fighter." Reuter sent this story. [dxxxii]

Commander reports large UFO

1955, Commander "Tom Wayne" (name changed on confidential reports) former colleague to Admiral Fahrney, Navy and CIA Director, had an encounter with a UFO while was stationed at Naval Air Station, Anacostia, Washington, D.C.

On a flight out of Anacostia over Virginia, he had the sensation of being watched. He looked up at the clouds and saw nothing. He then looked over his shoulder and froze, 75 feet yards away he witnesses a huge flying disk pacing him. The Commander had not believed in Flying Saucer reports until this moment. The object later described to the Admiral was:

1. "metallic";
2. "two saucers that were inverted – e.g. "Disc,";
3. "100 feet in diameter "big" and thick in the middle";
4. "it had a dome on top";
5. "He sensed he was being watched "as he felt the prickling of his scalp," but could not see through the amber glow."

Finally, as you suspect, this was never reported to project blue book. [dxxxiii]

British Cabinet and Scientists

On May 23, 1955, Dorothy Mae Kilgallen writes another story, this time in the '*Washington Post'* entitled "*Briton Certain Discs Comes Out of Space*." The story reveals that an official in the British Cabinet states:

> **"British scientists and airmen after examining the wreckage of one mysterious flying ship, are convinced these strange aerial objects are not optical illusions or Soviet inventions but are flying saucers which originate on another planet."**

The article then relays the officials' final words on this subject:

> **"We believe...that the saucers were staffed by small men probably under four feet tall".**

In some way, I am wondering if, in his oath of office, President Eisenhower was trying to say something but could not. Our President tells us via the Air Force – they are not from outer space or U.S. Military weapons. The British officials say they are real and not from our planet (e.g., not Russian or others). [dxxxiv]

NOTE 1: In a follow up to this Dorothy Kilgallen dies from an alleged overdose of sleeping pills and alcohol November 8, 1955. Some people believed she was murdered. Other speculate a potential tie-in with Marilyn Monroe as revealed in the CIA memo dated August 3, 1962. [dxxxv]

NOTE 2: On February 15, 1954, Dorothy Mae Kilgallen commented on a soon to be held meeting in her syndicated column; "Flying saucers are regarded as of such vital importance that they will be the subject of a special hush-hush meeting of the world military heads next summer." [dxxxvi]

Norwegian General Staff

On September 5, 1955, a correspondent for the '*Stuttgarter Tageblatt'* provided that the board of inquiry of the Norwegian General Staff is preparing the publication of a report on the examination of remains of a UFO crashed near Spitzbergen in 1952. Chairman of the Board, Colonel Gernod Darnbyl during instruction for Air Force Officers, stated:

> **"The crashing of the Spitzbergen disc was highly important. Although our present scientific knowledge does not permit us to solve all the riddles, I am confident that these remains from Spitzbergen will be of utmost importance in this respect. Some time ago a misunderstanding was caused by saying that this disc probably was of Soviet origin. It has – this we wish to state emphatically – not been built by any country on earth". The materials used in its construction are completely unknown to all experts who participated in the investigation."**

The correspondent wrote:

> **"According to Colonel Darnbyl, the Board of Inquiry is not going to publish an extensive report: "until some sensational facts have been discussed with the U.S. and British experts. We should reveal what we found out, as misplaced secrecy might lead to panic."**

According to Frank Edwards who revealed this information the backstory came from a 1952 crash that Norwegian military pilots found. Rescue crews were dispatched to the scene, thinking the object was a crashed plane. However, the UFO turned out to be a damaged saucer relatively intact.

The evidence was shared with the United States and Great Britain. The United States (according to Frank Edwards) had a strict code of secrecy around UFOs, and Great Britain instituted the same secrecy in 1954. Frank Edwards wrote to a member of the

Norwegian Board of Inquiry in 1964 and received a reply: "I regret that it is impossible for me to respond to your questions at this time." [dxxxvii]

Richard B Russell Jr. – sees two UFOs
Senator and Chairman of the Armed Services Committee

On a trip to Russia around October 4, 1955, it was Richard B Russell Jr. Senator and Chairman of the Armed Services Committee, who in 1955 witnessed "two" disk-shaped craft near his train.

This was reported to the US Air Force and was classified "Top secret." Though this happened in 1955, I was not able to find this in any official report in Project Blue Book. However, this was later confirmed from a declassified CIA Report dated October 15, 1955, entitled "Current Intelligence Bulletin," which was released on 12/21/2004.

In the document, it confirms the witnesses were Senator Russell, Lt. Colonel E.U. Hathaway (Army) and Mr. Ruben Efron. The event described by the CIA report is as follows: "two round and unconventional circular aircraft resembling flying discs or flying saucers were seen taking off almost vertically one minute apart. Disc aircraft ascended near dusk with outer surface revolving to the right slowly and with two lights stationary on top near middle part. Sparks or flame seem coming from aircraft.

No protrusions were seen on the aircraft which passed over observer's train. Both flying disc aircraft ascended relatively slowly to about 6,000 then speed increased sharply in horizontal flight both on a northerly heading.

The flying attitude of disc remained same during ascent, like a 'discus in flight.' Two operating searchlights pointing almost vertical seen near takeoff area located 1-2 miles south of railroad lines. Soviet trainmen became excited and lowered curtains and refused permission to look out windows. US observers firmly believe these unconventional aircraft are flying saucers or disc aircraft. [dxxxviii]

Colonel Dean Hess

On November 6, 1957, a former minister and Korean Acer, Colonel Dean Hess publicly revealed serious Air Force concerns about the flying saucer sightings and urged the Secretary of the Air Force to tell the facts.

In an interview published by the Los Angeles "*Mirror News*," Colonel Hess said, "the Pentagon was 'greatly concerned." He said he had phoned the Air Force Secretary's Office and asked for a thorough Investigation "so the public may know the real nature of these objects." Said Colonel Hess;

> **"I'm not going to be satisfied with one of these routine inquiries. I am sure the American people would be receptive to information as to whether these objects are of terrestrial or celestial origin."** [dxxxix]

Brigadier General João Adil Oliveira

On February 28, 1958, Brigadier General João Adil Oliveira, Chief of the Air Force General Staff Information Service (with the rank of Colonel) stated while interviewed the following:

> **"It is impossible to deny any more the existence of flying saucers at the present time. The flying saucer is not a ghost from another dimension or a mysterious dragon. It is a fact confirmed by material evidence."**

"There are thousands of documents, photos, and sighting reports demonstrating its existence. For instance, when I went to the Air Force High command to discuss the flying saucers, I called for ten witnesses - military (AF officers) and civilians - to report their evidence about the presence of flying saucers in the skies of Rio Grande do Sul, and over Gravataí Air Force Base.

Some of them had seen UFOs with the naked eye, others with high powered optical instruments. "For more than two hours the phenomenon was present in the sky, impressing the selected audience: officers, engineers, technicians, etc." [dxl]

Senator Barry Goldwater

UFO reports in Arizona were probably why Senator Goldwater spoke out on the subject on April 10, 1958. Goldwater, an Air Force Reserve Colonel, told the press:

"Flying saucers, unidentified objects or whatever you call them ---are real."

He also said: "The Air Force has a project to investigate these reports but when you ask about them they clam up." [dxli]

Roscoe Hillenkoetter, Vice Admiral and former director of the CIA

In February 1960 former director of the CIA Roscoe Hillenkoetter, Vice Admiral of the Navy and former CIA Director, in an interview with the New York Times stated;

> **"Behind the scenes, high-ranking Air Force officers are soberly concerned about UFOs. However, but through official secrecy and ridicule, many citizens are led to believe the unknown flying objects are nonsense."**

In a signed statement to Congress, August 22, 1960, he reiterated the above position:

> **“I urge immediate Congressional action to reduce the dangers from secrecy about Unidentified flying objects."** [dxlii]

Colonel Joseph Bryan, Air Force Officer

In 1966, Colonel Joseph Bryan, former Air Force aviation aviators and staff member to General Lauris Norstad NATO and former Special Assistant to the Secretary of the Air Force stated to Major Keyhoe:

"The UFOs reported by competent observers are devices under intelligent control. Their speeds, maneuvers and other technical evidence prove them superior to any aircraft or space devices now produced on earth".

He commented: "These UFOs are interplanetary devices systematically observing the earth, either manned or under remote control, or both. Information on UFOs, including sightings reports, has been and is still being officially withheld." [dxliii]

"CONTROLLED BY THINKING INTELLIGENCES"
Rear Admiral Delmer S. Fahrney US Navy (Retired)
Former Head U.S. Navy Guided Missile Program

On January 16, 1957 Rear Admiral Delmer S. Fahrney was quoted in an Associated Press article from Washington saying:

"There are signs that an intelligence directs such objects because of the way they fly. They are not entirely actuated by automatic equipment. The way they change position in formations and override each other would indicate that their motion is directed".

Rear Admiral Fahrney also said: "he has no information or preconceived ideas as to whether the unidentified flying objects are from outer space, but believes they involve a "tremendous amount of technology of which we have no knowledge and that their development must have taken a long period of time". [dxliv]

Major Donald Keyhoe – cut from the Airwaves
CBS - "National Security"

On January 22, 1958, NICAP Director Major Donald Keyhoe is cut off the air in mid-sentence on a heavily-controlled major CBS television program called "Armstrong Circle Theatre."

Keyhoe was about to mention a secret U.S. Senate investigation of the AF's secrecy policies and the Top-Secret USAF report "*Estimate of the Situation*" by staff at Wright Field (Wright Patterson AFB, OH) which concluded that UFOs were interplanetary (see Aug. 5, 1948, entry in the UFO Chronology).

A public controversy erupted over the blatant censorship, which shocked many viewers, some of whom were able to hear some of Keyhoe's censored words which came through faintly on another guest's microphone.

CBS admitted Keyhoe was deliberately cut off, not as an accident or technical difficulty, by a network producer to satisfy what they thought the government would want, though not part of any official orders to do so. A few months later the IRS by letter would explicitly deny NICAP tax-exempt status on the grounds of NICAP's public opposition to AF policies. [dxlv]

Shoot to Kill Orders for Navy on Saucers

In 1958, a newspaper revived discussions about the Air Force "shoot to kill" orders of unidentified flying objects. According to the article a statement was made about another branch of the Military:

> **"The United State Navy will not publicly admit that it believes in flying saucers, but it has officially ordered combat-ready pilots to "shoot to kill" if saucers are encountered."**

One Navy pilot speaking to the OCNS dispatch stated: "I believe there are such things, but I think that Washington might be wrong in the shoot to kill orders. The fact that saucers are in our atmosphere doesn't mean to me that there's any pending invasion – which is what Washington seems to believe. And if there is an invasion, we'd do a lot better if we send out a flight of priests and ministers, rather than rockets and machine guns bullets." Another Navy pilot said: "If we do shoot, that's asking them to shoot back. And we don't know what they're going to shoot at us."

Navy Pilots in the Reserve Squadron VP-771 of Los Alamitos Naval Air Station shared: "We were told to fire on UFOs, if they appear hostile".

The article in the Investigator goes back to an order made public on July 29, 1952, when General Ramey put out the "shoot to kill" order. [dxlvi]

President of Brazil sends UFO Photographs to the Press

In 1958, the head of the Brazilian Air Force bureaus charged officially with UFO Investigations, Cel. Adil de Oliveira declared in a newspaper interview,

"Now it is impossible to have any doubt as to the existence of flying saucers".

Later, by order of Brazilian President Dr. Juscelino Kubitschek de Oliveira, the four photos of a UFO were delivered to the Press for publication. This following the famous Isle of Trinidad UFO Incident involving the Brazilian Navy photographing a UFO from a battleship. [dxlvii]

Comment | At least the Brazilians got it right. They shared their evidence with their people!

Dr. Wernher Von Braun
UFOs at Cape Canaveral

On January 1, 1959, an interesting quote was attributed to the German missile scientist, Wernher Von Braun, who was working for the Americans. The interview suggests that strange things were being reported during launches at Cape Canaveral. The subject being discussed was a U.S. rocket that had flown off course:

"We find ourselves faced by powers which are far stronger than we had hitherto assumed, and whose base is at present unknown to us. More I cannot say at present.

“We are now engaged in entering in a closer contact with those powers, and in six- or nine-months’ time it may be possible to speak with more precision on the matter." [dxlviii]

Note: That statement by Werner Von Braun was made in 1959 – did we as a nation become closer to these “powers”?

Air Force – Destroy all UFO records

In 1961 it was revealed by NICAP that UFO reports by military pilots were being destroyed to reduce the number of competent witnesses on the record. The ‘*UFO Investigator Bulletin’* pointed to a "destroy order" an October 9, 1956 sighting in Little Easton, Essex, England. Two US Air Force pilots reported two glowing objects near the squadron base. They observed the objects emit rays and a smaller object approached the larger one. Then they both flew away. [dxlix]

Censorship by Air Force

In the March 1962 the ‘*UFO Investigator*’ shared; order AFM 190-4. Regarding manuscript materials Chapter 4, Section B.2.g states:

> **"By this order, SAFOI (Secretary of AF Office of Information) must delete all evidence of UFO reality and intelligent control, which of course contradicts the AF stand that UFOs do not exist. The same rule applies to AF press releases and UFO information given to Congress and the public.” [dl]**

General Douglas MacArthur

On May 12, 1962 in his last book before his death, General MacArthur quotes one of his speeches in which he said: "[Today we speak]...of ultimate conflict between a united human race and the

sinister forces of some other planetary galaxy, of such dreams and fantasies as to make life the most exciting of all time." [dli]

Argentinean Naval Report UFOs

May 12, 1962 according to a report released by the Argentine Navy they have been concerned with UFO's since 1952. NICAP produced the following quote from the report:

"A report officially released by Capt. Luis S. Moreno, Argentine Navy, one of a government team investigating the recent wave of sightings: About 4:30 am., three luminous UFOs approached a car at close range. The intense glow, like bright sunlight, caused one passenger to suffer serious eye damage. Captain Moreno stated that the Argentine Navy Department has been concerned continuously about UFOs since 1952. He also revealed that he and an Argentine frigate captain had sighted a UFO in Mar del Plata.

"It was not a matter of stars or planets,' he said, ' but of mobile bodies with incredible speed." [dlii]

Updated information on the Case:

On May 13, an Argentine Air Force officer reported seeing a UFO at Mercedes, Argentina around 4:15 am. The report is as follows:

"An [Argentine] Air Force sub-officer named Giashischa was driving his car, accompanied by his wife and family, when they saw, to one side, at a distance of some 100 meters from the road, a luminous mass of considerable size. They thought it was about 20 meters in diameter and 2 or 3 meters high. It seemed to be rotating on its axis, and emitted no sound. Giashischa wanted to get out and go over to the phenomenon, but his wife prevented him." [dliii]

Puerto Belgrano Naval Air Base, Argentina

On May 14, 1962 according to the APRO Bulletin: "Buenos Aires press dispatches say a confidential report to the authorities compiled by officers of the naval base of Puerto Belgrano, at the southern tip

of the province of Buenos Aires, confirmed the presence of unidentified objects in the skies over Argentina. The officers cross-examined scores of witnesses, particularly those who reported unusual activity of flying objects during the night of May 12 in the neighborhood of the base." [dliv]

Defense Department Assistant Secretary Arthur Sylvester

October 29, 1962 Major Donald Keyhoe stated: "withholding information from the public was admitted by Defense Department Assistant Secretary Arthur Sylvester. If the ends justified it, he said, it was not wrong to keep the public in the dark. In AF Regulation 11-30, withholding 'in the public interest' is admitted as official policy. In AF Reg. 11-7, it is stated that sometimes information requested by Congress may not be furnished 'even in confidence." [dlv]

Comment | I am not sure withholding facts about "UFOs flying near commercial passenger planes" would be considered in the public interest. If anything, people should have been warned. It was Russian roulette in the 1950's and 1960's according to the cases uncovered.

General John A. McDavid, Brigadier USAF

In January 1963, General John A. McDavid, Brigadier USAF made a statement at Milliken University, Decatur Illinois to graduating students.

"Before long, people may be forced to realize and accept as a fact that this earth is only an infinitesimal grain of sand in an infinite universe, that the human is one of many forms of life with which God is concerned and others are superior to us".

"And if this is true", he warned, our meeting with other types of existence in other places in the universe quite likely will increase the potential element of conflict rather than reduce it.'"

Comment: The interesting thing about this statement we should consider is we have two Generals from two different service branch's (General MacArthur being the other) with ten 10 years of each other that discuss the possibility of conflicts in space with "others". [dlvi]

Air Force blocks Congressional Hearings on UFOs

A Staff Summary Sheet on July 18, 1963 confirms the request for information from Congressman Carl Vinson. The update shares that two Congressional briefings on the US Air Force UFO Program were given in the summer of 1958 and 1960. During the summer of 1961, the Air Force was successful in "preventing a hearing by briefing Mr. Richard P. Hines" a staff member of the House Space and Astronautics Committee. Mr. Hines was said to be visiting FTD (Foreign Technology Division) to gather background information on the program from Congressman Joseph Karth. As a result of Mr. Hines Report, Mr. Karth recommended to Chairman Overton Brooks that there be no hearings. [dlvii]

Senator Glenn Cunningham – UFO Secrecy

On August 8, 1963, Senator Glenn Cunningham stated, "I think it quite possible that the Air Force is withholding information about at least a certain number of these (sightings) because I have found that the military services in the past have sometimes acted in a secretive way in other matters when there was really no justification for it." [dlviii]

Comment | In the above material Richard Hall is able to articulate that over 60 U.S. Congressman from 1960 to 1963 agreed that the public should be informed on the nature of UFOs. Though a few did articulate this should be done in a manner "not to alarm" the public, one particular senator mentioned, if done within reason, this should be accomplished. To date, the U.S. government has never been able to bring "the truth" to the public. A further Article written in August 6, 1961 states emphatically that the sessions that were to be

open to the public on UFOs were then shut down: "The Air Force is understood to have succeeded in blocking it". [dlix]

The UFO Phenomena is not explained

House Committee on Science and Aeronautics hearing on UFOs "Reticent to talk about this publicly, because of ridicule."

During the July 1968 House committee meeting on UFOs, Congressman Pettis made the following statement: "Having spent a great deal of my life in the air, as a pilot... I know that many pilots... have seen phenomena that they could not explain. These men, most of whom have talked to me, have been very reticent to talk about this publicly, because of the ridicule that they were afraid would be heaped upon them. However, there is phenomenon here that isn't explained." [dlx]

Chapter 18: Astronomers and Meteors

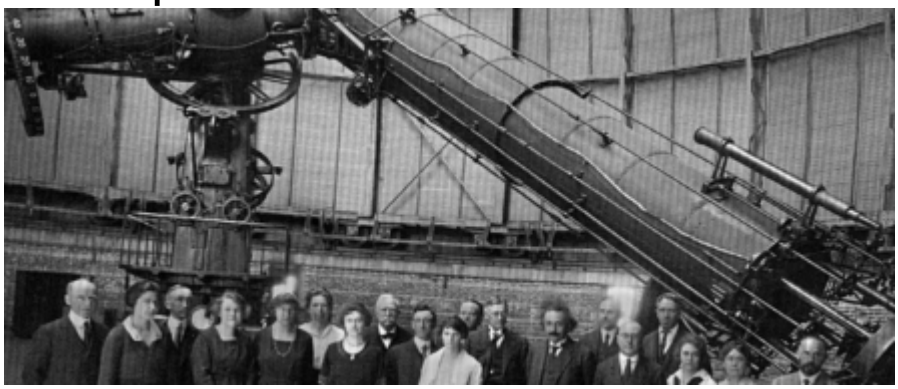


Figure 62 - Yerkes Observatory, [dlxi]

UFOs are sometimes spotted by ground observers using Theodolites as they track weather balloons. In most of these cases, the UFO appears to be checking out our weather balloons. In some cases, the UFO hovers near the balloon studying it. In this chapter, we discuss such cases.

Large disc near Balloons

In August 1947 members of the Radar Laboratory of the AMC Watson Laboratories at Alamogordo (NM) were conducting tests on two new balloons with a modified SCR- 270 when they spotted a UFO.

Earlier, the observer had released a corner reflector and two balloons watching them drift southwest with ten power binoculars. It was then a white object appeared coming into his vision. The UFO was several hundred feet above the Sacramento mountain range and traveled horizontal south to north at an "unprecedented rate of speed."

The observer stated that on several other occasions, using an M-2 Optical tracker they had seen flat-round objects that were "unexplainable." On another occasion, they picked up two motionless objects on radar (CPS-4) scope somewhere at 200 miles in altitude.

Representatives of the Intelligence Department visited Holloman AFB, Alamogordo to interview these witnesses about what they saw. In a May 12, 1948 a letter from the Chief, Tech Intelligence Division, Colonel Clingerman, USAF stated: "future observations of this type should be reported to this headquarters immediately." This letter was directed to the Commanding Officer of Holloman AFB. [dlxii]

Astronomer Lapaz and large disc

At 4:47 pm on July 10, 1947, one of the US top astronomers (Dr. Lincoln LaPaz) was driving to Clines Corner, New Mexico with his wife and teenage daughters when they observed a large object in the sky. '*Life*' magazine published the story and shared the "UFO hung motionless in the clouds." *"Life"* revealed LaPaz determined the following facts. The UFO:

1. Had: "a sharp and firm regular outline";
2. Had luminosity: "somewhat less white than the light of Jupiter in a dark sky, not aluminum or silver colored.":
3. Exhibited: "wobbling motion";
4. Was: "ellipsoidal and rigid";
5. Was: "160 feet long and 65 feet thick at a minimum distance or 245 feet long and 100 feet thick at a maximum distance";
6. Made: "no sound and";
7. Left: "no exhaust or vapor trail."

LaPaz commented:

> **"No known or projected aircraft, rocket or guided missile can make such a rapid vertical ascent without leaving an exhaust or vapor trail."**

Alfred Loedding, author of the book *"The Great Flying Saucer Wave of 1947",* points out the government must have removed this particular sighting before the release of UFO files to the National

Archives in 1975 as it is not listed in the Project Blue Book Index. Loedding quotes Dr. LaPaz statement: "It convinced me that we are dealing with a novel airborne device."

Comment | This case may have been removed from the archives before the files were released to the public as a result of Dr. LaPaz reputation being a well-respected U.S. Astronomer.

We can only speculate that our government may have been concerned that the revelation of such a case would have elevated the UFO reality in the public's eye. This information would be a concern for those agencies guarding our National Security interests.

Dr. LaPaz and his family came forth and admitted they witnessed something extraordinary and "out of this world". They confirmed the presence of a 160 to 245-foot-long UFO. In all likelihood, it contained pilots and crew from a distant world. How shocking would that be for the American public in 1947?

Navy tracks 105-foot diameter disc

On April 25, 1949, during a routine missile launch at White Sands Proving Ground, Navy Personnel reported another flying disk event. The initial story behind this discussion comes from an Article published in '*True Magazine'* in 1950. Commander Robert B. McLaughlin, USN had been stationed at White Sands. During this time, the Navy Men and Scientists had released a balloon and followed it through a theodolite telescope. The characteristics of this event were:

1. "The object was elliptical";
2. "it was estimated at 105 feet in diameter";
3. "it was flying at an altitude of 56 miles";
4. "the speed was approximately 5 miles per second";
5. "during its flight it swerved abruptly upward, suggesting G-forces of 20 or more";
6. "it was in view for 60 seconds";

7. “the color was flat white”;
8. “it left no exhaust trail, no evidence of propulsion”;
9. “it had no sound”;
10. “it moved against the direction of the wind.” [dlxiii]

Commander McLaughlin stated to Clate Roberts of KFWB Radio that:

> **"On one occasion two disks, or objects, were sighted in the sky and were flying alongside a V-2 test rocket in the vapor trail, one on each side of the rocket. One of these objects dropped behind the rocket in the vapor trail and then pulled up again to the former position at the side of the rocket, and then both objects shot ahead." [dlxiv]**

According to researcher Aime Michel, the above event may have occurred on April 24, when the object was spotted. In his book, “*The Truth About Flying Saucers*”; five Navy balloon technicians from the Office of Naval Research, under the supervision of Charles B. Moore observed a UFO after balloon launch. It was while tracking the balloon with a theodolite; the unknown object was “clocked” traveling 17,000 miles per hour at the nearly 60 miles in altitude. America had nothing at that time that could move at that speed. [dlxv]

The ‘*Farmington Daily Times’* also included several statements of the officers observing the fast-moving disc. In one statement a witness shared:

> **“I am convinced that it was a Flying Saucer and further, that these disks are spaceships from another planet, operated by animate, intelligent beings.”**

“I think it is safe to say that it wasn't any aircraft known on Earth today. Even if, as is likely, there are top-secret models which you and I know nothing about, there is no human being in this world who could take a force of 20 G's and live to tell about it.” [dlxvi]

UFO CROSSING HIS FIELD OF VIEW

At 1:35 pm on February 24, 1950, an observer spotted a UFO crossing his field of view through a theodolite as he was keeping track of a weather balloon. This observation took place on the TWA roof building at the Municipal Airport at Albuquerque. The color of the object was said to be the same as the moon during daylight hours.

The object was round (not spherical) and not quite as elongated as an egg. The UFO when observed through the theodolite was darkened on the top left side. Flying to the west-southwest, it had no luminosity.

The UFO would be traveling at a crawl when compared to the speed of a shooting star. He observed this for 1 and a half minutes. Another witness was also present and interviewed. He confirmed the same findings and stated it was the size of a weather balloon at a great distance. They noted no exhaust and no sound. A third person testified to the reliability and trustworthiness of the observers. The Air Force exhausted all leads and closed the file. The Air Force concluded this sighting was "Unidentified." [dlxvii]

Disc near a Balloon

On January 22, 1951, a C-47 at 11,000 feet altitude was tracking a Gopher Balloon 50 miles SE of Holloman AFB when the pilots observed a "star-like" object hovering at 70,000 feet. The balloon was to reach 100,000 feet altitude and be in the sky for 4 hours.

An hour into the flight, Captain Spradley of Photo Lab and the Project Engineer for General Mills Corporation were notified. The object was ¼ to ½ the size of the balloon. During November 1950, the Air Force developed a secret reconnaissance balloon called the MX-1594 Gopher. It was designed to go up to 85,000 and was 128 feet in diameter at its maximum altitude and clear in color.

The object seen next to the balloon was circular in shape and milky white in color. It then “detached and traveled in a level flight at high speed, emitting orange sparks.”

The Air Force concluded the object leaving the balloon vicinity must have been escaping gas leaked from the balloon. The emitting flash was attributed to the disappearance and or explosion of the leaking gas. The color seen was attributed to the altitude and temperature of escaping gas.

Comment | I appreciated the Air Force coming up with what appears to be a legitimate conclusion of this case. However, the pilots share more details on the sighting which bring this conclusion into question.

As the object was observed, it appeared to be "increasing in size. At this time its round shape and clear outline became more visible". The object then traveled away from the balloon at a very high speed on a level flight.

After one minute it (the UFO) emitted a series of brilliant flashes of light at one-second intervals and disappeared. The report stated the balloon at this altitude (70,000 feet) was pear-shaped while the object in question was flat and round. This mystery object was seen for three full minutes and it is very doubtful escaping gas would be around for that length of time.

Another witness stated, once the plane past under the balloon, the object was noted to "descended to the balloon and then after several bright flashes disappeared to the west." In the '*Dayton Daily News'* the observers stated:

> **"It was flat and looked like a dime. It was not doing anything, just hovering there near the balloon."**

Captain Cocker stated: "I saw something I never saw before," "It was perfectly round. However, I do not know what it was. In a way, it looked like a star without the twinkle, although it appeared a clear silver color."

Finally, he stated: "I saw three brilliant flashes, like photo flashes, then it was gone." Air Material command played down the story, stating the observers were too far away (many miles) to observe the object for identification. [dlxviii]

Comment | A few points: First, if this white object were ¼ to ½ the size of the 128-foot balloon, the object in question would be

somewhere between 30 feet and 60 feet in diameter. Second, the UFO remained near the balloon for three minutes, that is a long time for gas to hover in one place, descend, and then take off. Third, the three brilliant flashes remind me of the Starship enterprise that would emit a bright flash before it launches into "Warp drive." Anyone wonder if in 1951, an advanced culture with such technology had a similar propulsion engine?

Yuma Meteorologists and UFOs

On April 17 and 18, 1952 around 3:05 pm two weather observers (meteorologists) including others spotted several objects at Yuma, Arizona.

The UFO on the 18th was too fast to track on a theodolite as it was erratic. The UFO was Dull white in color, circular and flat in shape. No sound was reported from the two-member observers at VIC Yuma Test Station. A small vapor trail could be seen (not more than two diameters of the objects), no sound was heard. All the observers stated:

> **"The object sighted was unlike any natural object or a phenomenon which they had ever seen previously, and that they did not believe it could be mistakenly identified as a weather balloon."**

According to the Air Force report, the group was told pending further instructions, "not to discuss this sighting." On the 18th the same object was seen while using the theodolite, however, was unable to obtain such bearings as the motion was erratic. They did observe it had no vapor trail. The object was heading east. The 11-year veteran of military duty meteorology stated:

> **“In my experience, I have never observed any other object, by comparison with which this object could be further identified."**

The Air Force concluded this sighting was "Unknown." [dlxix]

Logan Airport and UFOs

On July 24, 1952, the '*Daily Boston Globe'* reported Logan Airport in Boston had a UFO the day before. On July 23, 1952, a civilian weather observer at Logan airport watched a flying disk through a Theodolite.

Captain Brown USAF prepared the Air Intelligence Report. Three official aircraft observers witnessed the event. Not specified in the '*Boston Globe*,' but in official reports, an F-94N aircraft was scrambled from the 58th FOS (Otis AFB) to intercept the unidentified object. An attempt to circle the object was futile as it rapidly descended out of sight from twenty-two (22) thousand feet to eight (8) thousand feet.

According to the primary witness the object made three (3) 360-degree circles and was observed for eleven minutes. The UFO appeared bluish white when accelerating then red on deceleration. Consequently, the same Boston newspaper article mentioned a housewife noted a cigar-shaped object fly over the State House the same day. [dlxx]

Two UFOs near Balloon

On February 4, 1953, at Yuma City, Arizona around 1:50 pm a Meteorologist aid for the U.S. Weather Bureau was searching for a lost Balloon with the aid of a theodolite when he spotted a solid white oblong object. The observers were at Yuma County Airport.

The UFO appeared to be ascending straight up, then leveled off. At this point, the UFO was joined by a second object of the same description. Then the second object left the first UFO and came back into the field of view of the Theodolite. The UFOs were present for 5 minutes and appeared to be covered with a thin white mist.

The observer stated that the two UFOs rose more rapidly than any balloon he had ever seen and furthermore moved against the prevailing westerly winds.

Balloons were ruled out because of the above facts. Planes were in the area; the observer knew this however stated they could not have been confused with the unknown objects. Astronomical activity was ruled out because of the time of day. Captain William A Ham (USAF) prepared the UFO report.

Reports were sent to Air Technology Intelligence Center at Wright Patterson, ENT AFB Colorado, Hamilton AFB, California, etc. This file had 25 pages of documents contained within it. The Air Force concluded the object was "unidentified." [dlxxi]

Updated information on the case 1:

It was concluded that the UFOs could not have been balloons especially since they were seen to move against the wind. There were aircraft in the area, but the observer stated he was aware of them and could not have confused them with the unknown objects. Because of the maneuvers and the time of day, the astronomical activity must be ruled out. ATIC has not been able to find an answer to this sighting. [dlxxii]

Updated information on the case 2:

The witness shared; “I was using a theodolite to follow a pilot balloon, which was at 6,000 feet Mean Sea Level.”

"I took my eyes away from the eyepiece for a few seconds, returned my eye to the eyepiece, and the balloon was out of the field. The readings were 53 degrees elevation, and direction from me 157 degrees, time 1:55 pm. I then saw one object going upward, and curving to the West.

“I had a clear sky background, and although it moved through the field rapidly was able to see it clearly, and follow the flight. About 20 seconds after sighting the first object a second object came into the field and swooped upward and across the path of the first object.”

“The primary UFO flew toward the West, while the second object swooped across or near the path of the first object three to

four times, going out of the field about two times for a moment. The two objects passed near the lower portion of the sun and were traveling westward, the second object below and behind the first object, when a Cirrus cloud came into the theodolite field, I lost sight of the two objects."

The time 1:55 pm after having followed the two objects through the 32-power theodolite for a period of 5 minutes with a bright sky background.

"The objects were both the same size, as nearly as I can figure, one minute of arc in size. The objects were almost round, a solid, dull, pure white color, with a thin white mist completely edging each object."

"I am a Meteorological Aid employed with the United Weather Bureau, having followed balloons through a theodolite for the past ten years. I also hold a private pilot's license and having flown in military and civilian aircraft frequently in the past ten years. I am certain of what I have seen through the theodolite as described in the foregoing paragraphs." [dlxxiii]

Boomerangs

In a letter dated October 6, 1958, to Bolling Field (e.g., Bolling Air Force Base), Washington D.C. the following UFO sighting was explained. Around 9:30 pm, the Head lecturer for the Edgerton Memorial Planetarium at the Stamford Museum was observing the sky and witnessed a Boomerang with his binoculars.

While watching the double cluster in Cassiopeia with 7x50 binoculars, into his view came a "luminous" flying boomerang. The object appeared to be "Material of dull aluminum – light gray," 100 feet across the tips and possibly 25 feet thick. The speed was estimated at Mach 1. The shape reminded the observer of a non-rotating boomerang, parabolic crescent trailing horns or swallow gliding (with no tail or head).

Figure 63 - Illustration of Boomerang Ship with 5 lights

In other words, the observer witnessed curved swept wings. He observed the craft until it went out of his field of view.

In his report, the observer specified: "a UFO of unknown nature or cause." In response to the observer Major Lawrence J. Tacker, USAF on November 20, stated the Air Force (at Air Technical Intelligence Center) concluded the object "was a meteor," or "satellite."

The Air Force admitted the observer "is a man of some technical training however it appears that his experience in the area of Astronomy is limited." They further contend, "the horn shape" was created by the trail of sparks in the immediate vicinity of the meteor head." The Air Force ruled out Satellite after checking the paths. The Air Force believed it originated in the constellation "Aries." [dlxxiv]

Wesleyan College Astronomers

On July 12, 1962, between 10:30 and 11:30 pm six spotters, one of the observers an astronomy student at Wesleyan College watched an object zigzag across the pitch-black sky. They were looking for meteors and then spotted what they thought was a giant meteor or satellite.

They became concerned when they realized it was not a meteor and no satellite was scheduled for passing at that time and date. The six were Donald Blakeslee, John Blakeslee (Don's father), Keith Blakeslee (Don's brother), Richard Wright, George Dodge and Jan Aldrich.

The reviewers prepared a report for the Air Force believing what they were seeing was at first thought a satellite. They then qualified this with the statement that no satellite was scheduled at this time

and date. The object was described as "white colored," traveled in a northwest to northeast direction.

The observers agreed the object they saw was moving "to slow to be a satellite," and it did not travel in an arc or straight line. The object "zigged and zagged."

It was further stated the object "gleamed brightly for minutes then seemed to stop completely for a short while, and then shine again."

The observers stated the object appeared to stand still at times, suddenly speed up and rush away at times. A memorandum of the event was prepared on July 24, 1962, from the Director of Information from the Office of Assistant Secretary of Defense USAF Washington, D.C.

The Air Force stated they believed this sighting was of the Echo 1 satellite, which would have been south of Hartford moving South East. Further, the Air Force stated atmospheric conditions would have created a "flattening of the object." [dlxxv]

Comment | I have to disagree with the Air Force findings. First, Satellites do not just "stop in midflight," then continue on their path of orbit. Second, satellites do not zig and zag at random.

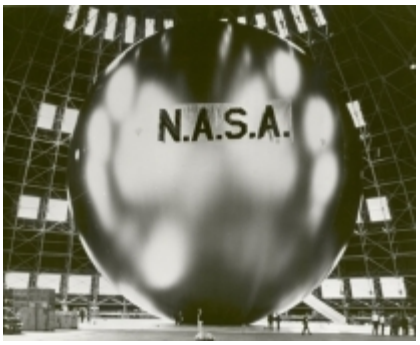


Figure 64 – The "Echo II" balloon satellite

Chapter 19: Police and Firemen

In my book "UFOs In U.S. Air Space," I dedicate a chapter to Police chasing UFOs. In that chapter, I mention the expertise of Retired Detective Constable Gary Heseltine. Detective Heseltine is today, considered the leading authority on UFO and Police encounters worldwide.

Heseltine was asked to testify before six former members of Congress about Police UFO struggles in the UK. This testimony was given during the last week of April 2013 at the National Press Club in Washington, D.C. with other witnesses to UFO events worldwide. This public presentation of extensive UFO testimony was called "The Citizen Hearing."

If interested in such stories in the UK, I would direct you to “PRUFOS” a Police Database with hundreds of Police cases organized by Retired Detective Constable Gary Heseltine.

Policemen, policewomen, and Firemen are called to emergency situations, which give them immediate visual evidence of unidentified flying objects. This becomes no more evident than the written section Chapter 13 *“Enemy Attack and UFO Potential*” in the Fire Officer’s Guide to Disaster Control Manual.

In studying the matter of UFOs, I initially became overwhelmed with the amount of evidence reported by police officers and firefighters around the world. I, therefore, elected to reduce the number of sightings to a manageable record for this chapter. In this chapter, we will discuss UFO cases in Project Blue Book.

Egg-shaped UFO | Blue Book | Winter Park, Florida: On March 3, 1949, three police officers were interviewed about a UFO event that took place in Florida.

Patrolmen John W Huggins, Joseph Meek, and Paul J. Early were checking a store in Winter Park, Florida at 1:10 am on March 3, 1949, when they thought they were witnessing the crash of a plane. In his interview, Patrolman Huggins stated he realized this object:

1. appeared "egg-shaped and greenish blue" in color;
2. had no sound or odor; and
3. was filled with a dull pulsating glow.

Patrolman Paul J. Early also interviewed, noted the following characteristics of the object:

1. it was a round object, blue-green in color and similar in appearance to navigation lights on an aircraft;
2. appeared to be dull in color, "similar to a weak incandescent lamp."

Patrolman Meek remembered the object characteristics as:

1. looking like a falling star;
2. it was blue and white in color and round;
3. it was traveling "extremely fast;"
4. it had no sound or odor;
5. it appeared to glow like a “blow torch” which has just been lit;
6. it was traveling low in the sky and maintained a straight and narrow course. [dlxxvi]

Comment | What is interesting about this particular case is the fact a few days earlier the Military spotted a very similar object in the Orlando area. My question is why an egg-shaped glowing object would be hovering over Orlando? Was to observe the construction of buildings at the new Walt Disney World location? The area was mainly swamp and trees in the late 1940’s.

Second, the UFO appeared to look like a crashing plane. A number of UFO sightings in Project Blue book begin as “crashing plane” only to then appear as an illuminated flying disc or cigar ship.

Cylindrical UFO | Blue Book | Tucumcari, New Mexico: On March 27, 1949, between 6:00 and 6:30 pm several witnesses

observed a bright orange object heading east to west near Tucumcari, New Mexico. Several witnesses including a Police Officer, a Postmaster, saw the object.

The Editor of the *'Daily News'* and several others present during the sighting, described the objects as "cylindrical" and "self-luminous."

One witness stated the UFO was the size of a DC-3 at 10,000 feet. No sound was heard, and no wings were detected from any witnesses. The Air Force confirmed no planes were in the area at the time. Kirtland AFB prepared a Report for the Commanding General Air Material Command at Wright Patterson AFB, Ohio. [dlxxvii]

Comment | If the object were at 10,000 feet, this would place the size of the object around 63 feet in length.

UFO| Blue Book | Sacramento, California: On July 15, 1949, two police officers were interviewed about a UFO event. Officer Joseph A. Morgan of the Civilian Air Force Police stationed in Sacramento, California reported seeing an object at approximately 2:20 pm. The eyewitness stated the following characteristics:

1. It was twice as high as two jets traveling at the time. However, it was moving in the opposite direction;
2. it moved in excess of any jet craft the observer had seen previously;
3. it appeared as a "mirror reflecting light" as though wobbling.

Another Police officer, Donald A Franke, also witnessed the event and had the same comments. This report was sent to Wright Patterson Air Force Base at Air Material Command.

Comment | Though project blue book personnel later classified this sighting as a meteor, I took an interest in the eyewitness description of the case, as some of these character traits are associated with UFOs and not meteors.

However, could it have been a meteor? Perhaps. Meteors travel on a downward trajectory, depending on their point of origin, mass,

and earth's gravitational pull. Do meteorites act like a mirror reflecting light? Video taken today do show meteors pulsate light as they streak through our atmosphere. Who knows maybe it was a meteor! [dlxxviii]

Cigar ship | Blue Book | Honolulu, Hawaii: On March 22, 1950, three firemen along with policeman and bystanders witnessed a flying blue flame over Honolulu, Hawaii.

Local papers stated this object was an "unidentified flying object having a green – bluish flame." Hickam Air Force Base confirmed a similar sighting at 2316 hours. One witness quoted in the Home edition of the '*Honolulu Advertiser'* (March 24, 1950) that the UFO had the following characteristics:

1. 'shaped like a "cigar";
2. 'fairly large";
3. 'showing a bluish light";
4. 'it scooted around for a while, then took off."

The officers and firemen watching this event stated, they had never seen an object like this before, some of the characteristics were:

1. 'it seemed to pause for a moment";
2. 'then darted toward Waikiki at a terrific rate of speed";
3. 'it traveled in a straight line (did not lose altitude)";
4. 'appeared to have the same green as a traffic light."

Other reports of citizens stated it appeared like it disappeared "went out." Some people saw sparks, and one person heard a noise as it disappeared. [dlxxix]

Comment | This UFO incident does not appear to be a myth to me or mass Hysteria, but you are the judge. If that's not enough, it was reported that just a year earlier on January Captain Paul Storey

witnessed and reported a disc that was oscillating, approached the base, hovered, then sped away.

Updated information on the Case:

Another newspaper "*The Honolulu Star-Bulletin*" shared one witness who worked at a Psychiatric Ward at a local hospital said, he was "afraid to share he saw the UFO for fear he would be considered a likely patient". In addition, an army war veteran said the object was traveling at 300 mph at a 15 to 30-degree angle. The weather bureau stated, the object was not a balloon. [dlxxx]

UFO | Blue Book | Ansonia, Connecticut: On April 24 and 25th, 1950, *'The Hartford Times'* carried an article of two Patrolmen who reported an odd shaped luminous object moving through the skies at Ansonia, Connecticut.

No Airforce investigation was initiated despite the fact two officers, Patrolmen John Connors and Folet witnessed the half-moon shaped object. The flying object had a square back end and appeared "much larger" than a plane. The sighting lasted from 2 to 4 minutes while the craft traveled from a western to northern direction. A Spot Intelligence Report prepared by a Colonel of the Special Investigations at Westover AFB, Mass. The report was sent to the Director of Special Investigations, Headquarters, Washington, D.C. [dlxxxi]

Fleet of 25 flying disks | Blue Book | Moorhead, Minnesota: On April 25, 1952, Fire Chief Wells of the Fargo, North Dakota fire department along with several witnesses witnessed a fleet of 25 flying disks flying over the city of Moorhead, Minnesota. The other witnesses included a news commentator for KFGO and a Doctor from the local Agricultural College. Together the witnesses shared the following characteristics of these UFOs:

1. "the airborne objects were flying very high";

2. “the glowing objects were referred as “disks (discs)” and appeared in a wide “V formation”;
3. “5 disks were reported in the first flyover,";
4. “the second group of 5 disks appeared eight minutes following the first group”;
5. “3 more groups having five disks followed at the same interval”;
6. “All groups were heading south to north”;
7. “the only shape “round” comes to mind in the observation”;
8. “no exhaust or trails could be seen”;
9. “The wide V formations were considered irregular, in that the “disk pilots” appeared having trouble maintaining constant speed and altitude.” [dlxxxii]

24-foot diameter disc | Blue Book | Wichita Falls, Texas: On May 2, 1952, around 10:00 am a former US Army police officer witnessed a dull metal colored disc at Wichita Falls, Texas. The Air Force report reveals; S. Sgt. Steven Horn observed a twenty-four feet in diameter (saucer-shaped) disc. The disc was approximately seven (7) feet thick, having a dull metal color and tapered towards the edges.

He estimated the object was at 4,000 feet altitude and about one mile in the distance as it traveled in an arc between 900 to 1,000 mph from the north to the southwest. The witnesses said;

1. “no exhaust or trail was seen”;
2. “no sound was present”; and
3. “they were unable to determine how the object propelled itself.”

James P. Lewis, 1st Lt, U.S.A.F. Base Intelligence officer, at Sheppard Air Force Base, Texas prepared the report. A newspaper article in the file, explains the sighting. The article is titled "*Ex Airman Sees Saucer East of City*." The article was printed in the ‘*Wichita*

Falls Times' and '*Wichita Falls Record*.' The Air Force concluded a "Meteor caused this sighting. [dlxxxiii]

Four U.S.A.F. Air Policemen report UFO| Blue Book | Maxwell, Texas: On July 22, 1952, four Air Policemen reported an unidentified flying object over Maxwell, Texas. The UFO reportedly climbed from 8,000 to 14,000 feet. Once the UFO reached 14,000 feet – it stopped, then hovered. Next, it dropped on a 45-degree angle down to 5,000 feet. At 5,000 feet it suddenly stopped, hovered momentarily and then flew south. The Air Policemen and a staff sergeant reported the sighting to proper authorities.

It appeared the Air Force understood the report should have been followed up. The Air Force could not conclude this case and labeled it as having "insufficient follow-up or insufficient information." [dlxxxiv]

Hundreds of People watch UFOs| Blue Book | Indiana: On July 28, 1952, Officers Charles Longstreet and Norman Mellis who were Indiana State troopers witnessed a strange object "like a star" moving back and forth and sometimes hovering in the air. They were not the only observers. This sighting occurred on July 28, 1952, in Indiana. [dlxxxv]

NOTE 1: Another article states "hundreds of civilians reported seeing three flying saucers between midnight and dawn today." Further, the article points out: "state police troopers at Indianapolis, Seymour and Connersville posts, and Army and Air Force observers watched the objects for several hours." These objects had the following characteristics:

1. "one was white, one was green, one was bluish";
2. "they sailed from different directions";
3. "One appeared like a star";
4. "it hovered, moved up and down and back and forth";
5. "they danced all over the sky." [dlxxxvi]

NOTE 2: Another article stated the commanding officer of the Air Force filter center was studying the matter. This article like the one before stated many observers noted: 1) the objects were blue, white and yellow in color, 2) the objects traveled fast, 3) the objects danced over the sky, 4) one observer had been seeing these since the 18th of July, 5) one object changed multiple colors like red, then white, 6) one of these objects looked like two dinner plates 'face to face' and moving at terrific speeds. 7) One observer saw them travel in a V shape formation while at a Drive Inn. [dlxxxvii]

NOTE 3: Finally, an article in the '*Greensburg Indiana News'* July 28, 1952, stated: "State police said the objects were high in the sky and that they chased each other." This is after civilian witnesses reported seeing hundreds of flying saucers over the entire state. One commentator, a civil defense director with police, watched from one vantage point. His words:

> **"Two of them – the white and yellow ones – were chasing each other under what I'd call the little dipper" ....I can tell you they traveled at a high rate of speed". [dlxxxviii]**

UFOs were seen | Blue Book | Centreville, Virginia: On September 22, 1952, two police officers Julian Burke and John A. Wahl witnessed flying objects when responding to a call of a private citizen around 1:00 am in Centreville, Virginia.

The private citizen and her husband noticed at first an object that appeared orange, red and blue (like a headlight) bouncing around the cloudy sky. One officer reported he saw four objects at around 2,000 feet. The private citizen said she saw six or seven. The other officer noticed; "One hovered then rose rapidly trailing a blue flame." When reported to National Airport no blips were recorded on radar. A '*Washington Post'* article dated September 23, 1952, covered this story. [dlxxxix]

In researching this case further, we noted the classification was labeled "unknown" as the card was missing from the file. The only information in the file was the '*Washington Post'* Article. This story

was also published in the Arlington, '*Virginia Daily'* and the *'Washington DC Star'* on Sept 22, 1952. [dxc]

150-foot diameter disc | Blue Book | Madison, Dane County, Wisconsin: On October 30, 1952, around 10:35 am, two Air Force Police officers observed an egg-shaped UFO over Madison, Dane County, Wisconsin.

The description was an egg with silver color and bluish cast the size of a B-36. The object emitted no exhaust trail and appeared to have no visual means of propulsion.

The sighting took place from the main gate at Truax Field, Madison, Wisconsin. The UFO began moving gradually south. It then turned east on a level attitude. Then the UFO executed a rapid climb without material change in altitude and disappeared from view. The speed of the object exceeded that of an F-86.

Both men were interviewed and convinced that the object was not an aircraft of a type with which they were familiar. The writer of the report stated the speed of which the UFO was said to have left would be in less than 30 seconds and this appeared to not coincide with the length of time the object was observed. It was not revealed, how long the UFO was in the area before it left which could account for this difference.

The observers were first drawn to the object when they heard a flight of F-86's landing. The writer of the report wondered if the two had seen some Naval aircraft from Glenview, which could account for the bluish emission.

The second observer stated he watched the object traveling to the southwest at high speed, and then climb steadily out of sight. His entire viewing time was 15 to 20 seconds. A report on 'Unidentified Flying Objects' was prepared for the Director of Intelligence, HQ U.S.A.F., Washington, DC, Ent Air Force Base (CO) and Chief Air Intelligence Wright Patterson Air Force Base (OH). The report was through the Commanding General, Central Air Defence Force, Kansas City (MO). The Air Force concluded this was a possible "Aircraft" sighting. [dxci]

Comment | The B-36 had a length of 162 feet and a wingspan of 230 feet. Its maximum speed was 418 miles per hour. While the F-86 (Sabre Jet) had a maximum speed of 687 miles per hour, it had the length and wingspan of 37 feet.

I am unable to agree with the Air Force conclusion in this case. The object seen was the size of a B-36. If the UFO was faster than an F-86 (687 mph) then this exceeded the speed limit of any B-36 (435 mph). What was it the witnesses observed? In this case, the Air Force could have labeled this case: "Unknown."

100 witnessed UFO |50 to 75 miles east of Hutchinson: Major Edward Ruppelt's book "*The Report on Unidentified Flying Objects*" tells the story of the Kansas State Highway Patrol sighting of an unidentified craft. This UFO sighting occurred in the very early morning hours and involved a Kansas State Trooper, an Arkansas City Policeman, and the City Daily Arkansas editor.

In July 1956 at 10:00 pm, the Naval Radar Station picked up a UFO moving in a semi-circle 50 to 75 miles east of Hutchinson. The Radar unit mentioned a B-47 was dispatched from McDonnell AFB to hunt for the object near Emporia (Marion County). As the two police cruisers parked, they waited. Around midnight they noticed a "teardrop shaped" blob of light appearing brilliantly in the distance. Characteristics of this sighting were:

1. "The light continued to drift";
2. "It moved vertically and horizontally";
3. "People took photographs";
4. "there were over 100 witnesses in addition to the main people identified above,";
5. "the Air Force came in to investigate the event";

Shortly after the investigations, the Air Force denied military radar picked up any objects and that no B-47's were dispatched. The Air Force then issued a statement suggesting the people witnessed "light from the burning of waste gas torches in the oil fields." [dxcii]

15 witnesses to a 150-foot diameter craft | Levelland, Texas: On November 2, 1957, at 11:00 pm over 15 people including five police officers and one fireman watched an oval-shaped torpedo like illuminated object over and near Levelland, Texas. Characteristics on this object were;

1. “It landed in the middle of the road on many of the occasions (over four times) to each witness";
2. “The size was estimated between 150 to 200 feet in length (diameter)”;
3. “it was oblong, egg-shaped, torpedo-like";
4. “it was self-illuminated”;
5. “it affected all car engines and radios";
6. “it changed color as it moved – became brighter as it flew, red, silver and blue- green at other times.” [dxciii]

Air Force Military Police report large UFO | Blue Book | Dow Air Force Base, Maine: On February 23, 1958, during the evening military and civilian observers reported seeing a large object in the sky over Bangor, Penobscot County, Maine. According to the military files one observer a Military policeman at Dow Air Force Base witnessed a bizarre unidentified flying object.

The officer stated the flying object seemed to hit the road. The UFO was round in shape and huge (more significant than the vehicle) and bright. The object appeared low on the horizon then seemed to go up and down. A newspaper clipping in the file indicates several civilians saw the object over Brewer. They characterized it as "cylindrical" in shape and giving off a blaze of light as it hovered.

They also commented that the UFO remained visible from midnight until daybreak. The article also states one motorist on Route nine, said the object "almost dropped on his car."

A Teletype was forwarded to the Commanders of ADC Ent Air Force Base (CO), 32nd ADIV SYR AFS *NY), ATIC Wright Patterson Air Force Base (OH), Assistant Chief of Staff Intelligence HQ

U.S.A.F. Washington (DC) and Office of Information Services HW U.S.A.F. Washington (DC). The Air Force concluded what the individuals witnessed was a "probable balloon." [dxciv]

Comment | According to the '*A.P.R.O. Bulletin'* report, officials at Dow Air Force Base, said the object might have been the planet Jupiter. However, Professor Maynard F. Jordon (astronomer) of the University of Maine stated: "he couldn't think of anything that would perform that way."

It appears the conclusion, in this case, was wrong. The case should have been labeled "Unidentified" or "Insufficient data for evaluation."

A handwritten note by the file evaluator asked why no other observers if the craft was so large? Today we know 1 in 10 people report seeing UFOs, perhaps that is the reason. The other thing was that balloons and planets or meteors do not stay in the same place for hours as the winds carry balloons and the earth rotates which would eliminate stars and planets. We need to be asking, if not a plane, balloon, meteor or planet, what did these people see?

Police and residents report UFO | Blue Book | Fort Fairfield, Maine: On the 22nd of October 1959, the Police Department reported a flying saucer flying low over the town. The object had very bright lights on the bottom. A civilian in the city of Fort Fairfield also reported a low flying saucer with lights on the bottom. According to eyewitnesses, the UFOs were:

1. "heading north";
2. "seen over Presque Isle";
3. "emitted no sound";
4. "round in shape";
5. "about the size of a baseball at arms-length"; and
6. "white in color."

Two F102's scrambled from Burlington Air Force Base to intercept the UFOs. The F102's were sent to the last location where

the UFOs had been located. According to the F-102 pilots upon reaching 40,000 feet, they were unable to identify the UFO and proceeded to land at Dow Air Force Base.

Figure 65 - F-102 "Delta Dagger" courtesy U.S. Air Force | [dxcv]

Over in Presque Isle, two observers (one military) observed two blue objects with rings. Radar confirmed one of the UFOs was hovering at 15,000 feet. As the observers watched the objects, they witnessed one of the UFOs shoot a "red-light beam toward the ground." As this was happening, the second UFO flew north between 350 to 500 knots.

A teletype report was prepared and sent to the following commands: 1) McGuire Air Force Base (NJ); 2) ATIC Wright Patterson Air Force Base (OH); 3) ADC ENT Air Force Base (CO); 4) 26th AD DEF Syracuse Air Force Base (NY); 5) Director of Intelligence U.S.A.F. Washington (DC) and 6) 26th AIR DIV Syracuse (NY).

The Air Force could not come to a conclusion based on "insufficient data for evaluation." Written notes in the file suggest a Balloon could have been the cause of one or two of the sightings. [dxcvi]

Comment | A Balloon? – “I don’t think so”! First, What type of light source does a balloon have that can shoot a beam toward the ground? Second, the witnesses saw two objects, not one. Does that mean there were two balloons in the area? Third, why would one of the objects shoot off suddenly, while the other remain stabilized in the sky? None of this makes sense. The Air Force should have labeled this case "Unknown" or "Unidentified."

3 UFOs | Blue Book | near Lambert Field, Missouri: On March 24, 1960, in a report by The Inspector General USAF three UFOs appeared over police cars at Lambert Field, Missouri.

Project Blue Book reports that several Police officers including Bryon Schrismer spotted the three 9-foot diameter crafts above there city police cars near Lambert Field. The UFOs were round and appeared flat on the bottom as they flew over the police squad car. The UFOs were heading in a northeast direction. Local towers reported no aircraft in the vicinity at the time. The UFOs were described as;

1. “white in color”;
2. “round in shape like flying saucers”:
3. “they appeared as “incandescent bulb like lit objects”;
4. “they were traveling together”;
5. “the objects were silent (no sound).”

One officer reportedly said to the other via radio “Noticed anything unusual?” The other officer answered, “You mean the sky lighting up and the three objects going northeast”?

The Air Force took the position some unusual weather-related event prompted this sighting. [dxcvii]

UFO approaches Police car | Red Bluff, California: From August 13th to 18th 1960 over 14 police officers were witness to events that took place in northern California during this five-day period. However, on the evening of August 13, 1960, a large object approached the police car of Policeman Charles A. Carson and Stanley Scott patrolling an area near Red Bluff, California. Upon contacting the radar station near Red Bluff, it was stated to the media that an object was being tracked. Three additional deputy sheriffs listening to the police radio showed up to watch the event. [dxcviii]

NOTE 1: Characteristics of this sighting were: 1) The object was oval shaped,

2) The UFO approached the patrol car two times, 3) the UFO had a red light that seemed to be sweeping the ground, 4) The Air Force acknowledged it was tracking the object, 5) the UFO went dark when the police shined its lights on the object,
6) when the UFO approached the car, there was radio interference (e.g., Electro Magnetic Interference) and 7) The UFO stopped midflight and reversed directions.

According to Dr. J. Allen Hynek, a couple of conflicting things occurred regarding the military records 1) Radar was confirmed, then denied the next day, 2) other police officers came forward to confirm a similar sighting the same night. [dxcix]

NOTE 2: In a stunning update to this report Lt Colonel L.J. Tacker stated:

> **"The individuals concerned witnessed refraction of the planet 'Mars' and the two bright stars Aldebaran and Betelgeux...Not only was there a temperature inversion but during the part of the time double inversions existed".**

In a twist of fate, these responses by the Air Force were found faulty by an astronomer at Charles Hayden Planetarium in Boston, Mass. It was observed:

1. Mars and the two stars were invisible at the time of the sighting as they were below the horizon,
2. Mars appeared an hour later, and
3. Betelgeuse appeared over 3 hours later. [dc]

Comment | Interestingly this report did not show up in the Project Blue Book records, yet the Air Force was tracking this event by Radar and confirmed the hit. Then controversy arose between "*The Corning Daily Observer*" and Colonel Tacker regarding "The Air Force Radar station near Red Bluff" and Colonel Donald Keyhoe. This case is an interesting read at NICAP.

Police report UFOs | Blue Book | Madison: This next case comes to us from the Air Force and the A.P.R.O. Research group. From June 28-30, 1962 Wisconsin State Police and civilians living in and around Truax Air Force Base (Madison, Wisconsin) reported UFOs. The U.S.A.F. case file provide the following facts on the UFO(s):

1. “it was first believed to be the “Echo” balloon”;
2. “three objects were flying “erratically” in the vicinity of Truax Air Force Base”;
3. “the objects were not tracked by radar”;
4. “they were moving in an “erratic and weaving” fashion”;
5. "reports to Beloit Police shared one object was "bright and seemed burning" west of Beloit and moving towards Monroe";
6. “a grey colored object was headed to Gratiot, Wisconsin and disappeared over Dallington”;
7. “another object was seen weaving back and forth.”

The times of the sightings were 12:04 am, 1:28 am, 2:32 am on the 28th and 1:40 am, 2:14 am on the 29th. In a letter from the Dearborn Observatory, the Beloit Police took in a large number of UFO reports on the evening in question.

A Teletype report was prepared and sent the commanders at 1) ADC Ent Air Force Base (CO); 2) ADS Truax Field (WI); 3) Air Technical Intelligence Center Wright Patterson Air Force Base (OH); 4) Chief of Staff Intelligence HQ U.S.A.F. Washington DC; and 5) OFC of Info Services HQ U.S.A.F. The Air Force concluded the witnesses must have seen the planet "Venus." [dci]

Comments| Citizens and Military observers can mistake the planet Venus as a UFO. However, this comes with certain conditions. That is Venus does not move. Venus only appears to move as the earth rotates on its axis.

Furthermore, it is usually the brightest glowing object in the sky. When one observes a star, the human eye can trick one into thinking

the object is moving. This can readily occur with people when one eye shifts from the object. However, my thoughts on this case classification are that many individuals watch a UFO moving across the sky and is not a stationary planet" caught in earth's rotation.

Therefore, we can summarize; First, in this case, we learn three objects were seen – not one. This fact rules out "Venus and Mars." Second, the object was seen flying erratically and weaving near Truax field. This fact rules out all planets. Third, the UFOs were gray – this rules out the planets. Finally, the UFOs moved toward another city. Though planets do appear to move, it is with the earth rotation.

UFO landed in a field | Blue Book | Exeter, New Hampshire: On September 3, 1964, 18-year-old Mr. Muscarello witnessed a group of five bright red lights appearing over a house within 100 feet of him at Exeter, New Hampshire. He watched these lights for 15 minutes and at one time the object(s) came so close the individual jumped into a ditch fearing he would be hit. He went to the police station to give his report.

Officer Bertrand had been helping two women who claimed an object followed their car for 12 miles and stopped over their vehicle. When officer Bertrand came back to the station, he picked up Mr. Muscarello, and they returned to the location of the first sighting. Once there the two witnessed these five "red lights" move around a field.

These lights were pulsating in a 1, 2, 3, 4, 5 pattern, then reversed to 5, 4, 3, 2, 1. Both individuals noted there was no sound; however, farm animals in the area were observed to be upset.

The UFO then approached the officer and Muscarello at a close distance where they both feared for their lives. Officer Bertrand reached for his gun, and then the two ran for the police cruiser. A third observer, officer Hunt arrived at the field and also witnessed the lights. They estimated the lights were in the area for about 2 hours. These objects had no sound associated with them. [dcii]

NOTE: Characteristics of the sighting: 1) This event happened in the early hours, 2) The UFO was said to be bigger than a house according to one observer, 3) The object had 5 pulsating red lights,

4) the UFO was in the area for a few hours, 5) the UFO came close to one vehicle (the 2 women) and followed them, 6) the UFO came within the proximity of the two individuals, one a police officer and witnessed by a second police officer.7) The object was a compressed egg-shaped craft, 8) it had no wings or stabilizers. [dciii]

Figure 66 - Illustration of Egg-shaped Craft

The Air Force report concludes that this report remained "unidentified" as the planes used in the operation were not in the area during these hours.

NOTE 2: I am sure any military plane would be in trouble if they attempted to run down two innocent bystanders in a field early in the morning hours. Let alone; our planes have "sound." I would also add – I had seen a similar pattern of lights with a disc along 95 in 2012 that I reported to the police. There was no sound heard, as I had my windows open, we were all at a dead stop in a backup, and these objects were only a few hundred feet away from us. [dciv]

Three UFOs fly over Police Car | Vermont: The following case comes from a report from Edward Knapp, Commissioner of Vermont Aeronautics Board.

On January 4, 1965, around 5:15 pm Dr. Richard S Woodruff, State Pathologist and a State Police supervisory officer were driving between Bethel, Windsor County, and Randolph, Orange County Vermont when they saw three UFOs.

A round object at 200 feet in altitude flew over their car. The object having red lights shot in front of the car and flew over trees and out of sight. A few seconds later a second object came into view and followed the same course as the first; then a third UFO followed the others out of sight.

The police officer signed a report stating he believed the objects were traveling at 2,000 miles an hour. His estimate was based on experience observing tracer rounds.

According to the '*UFO Investigator'* report, the speed, the height, and the course was confirmed by Chairman Hunt Wheatley, Randolph Center Board of Selectmen who witnessed the event in a separate car.

According to the '*APRO Bulletin,'* the trooper said: "My God! Did you see that?"

The pathologist stated: "The trooper and I were spellbound."

Finally, the report shares that there were no electromagnetic effects on the car and no sound heard. The Air Force debunking the report stated the men must have seen "meteors." [dcv]

Comment 1| at this time the new ICBM rocket sites in Vermont were still in operation. Were the UFOs on the way from or heading to these missile sites in Vermont and New York?

Comment 2| Meteors? What is the chance three meteors are seen following each other having red lights? Did the Air Force check to see if any meteors hit the ground at Vermont that evening? The impact would have caused a big explosion if they were at 200 feet off the ground. The file does not indicate meteor showers or remnants were checked. Perhaps this case should have been labeled "Unknown."

UFO over Power Lines | Blue Book | Exeter, New Hampshire: On March 21, 1965, a policeman investigated a vertically descending glowing object finally came upon it as it moved up and down and back and forth over power lines.

This event occurred in Exeter, New Hampshire. Other police arrived. The witnesses shared the object was a glowing egg with a dome. The UFO had red and white, blue and green lights flashed around its circumference. This case was considered "unexplained by the US Air Force." [dcvi]

3 UFOs dispatched from Mothership | West Columbia, Texas: This next case is from U.S.A.F. files as well as local newspapers. On September 3-5, 1965 Chief Deputy Billy McCoy and Patrol Deputy Robert Goode of the Sheriff's Department of Brazoria County in Damon, Texas reported a UFO.

The two officers were on highway 36 at 11:00 pm when they witnessed a very bright purple light on the horizon some five to six miles away southwest of their position. After a few seconds, a smaller blue light suddenly appeared coming out of a larger purple lighted object. The smaller UFO then zoomed to the right of the original purple light (object).

At the point, the two purple lights became stationary. The deputies then observed both objects traveled upwards at an angle of 5 to 10 degrees above the horizon. The deputies made several attempts to get closer to the lights. After moving less than a mile down the road, the officers slowed down and watched the objects with binoculars.

It was then the UFOs started moving toward the deputy's position at a rapid pace. The UFO came up to the pasture next to the highway about 150 feet off the road and at about 100 feet high. The bulk of the UFO was visible at this time and appeared "triangular" shaped with a bright purple light on the left end and the smaller, less bright, blue light on the right end.

The UFO was "dark gray" in color with no other distinguishing features. The UFO seemed to be 200 feet wide and 40 to 50 feet thick in the middle, tapering off toward both ends. There was no noise or kind of any trail.

The bright light illuminated the ground directly beneath it and the area in front of it, including the highway and the interior of the patrol car. One observer stated he felt the heat that was emanating from the object.

As the observers headed back to Damon, they watched the objects from the rear window and watched them move off back to the original position where they first saw them. After the UFOs got to their original position, the objects then "went straight up in the air and disappeared at 25 to 30 degrees above the horizon.

After leaving the area, the deputies returned to the scene and watched both lights again. After the blue light moved precisely like it did the first time and became stationary, the observers left the scene because they figured the object would start moving towards them again. A drawing in the file shows a triangular craft with a purple light

at the back. The Air Force classified this case as an “Unidentified” object. [dcvii]

‘*The Herald’* newspaper of Big Spring Texas shared the UFO: “skimmed over the prairie toward their patrol car, veered away and then zoomed out of sight. It was about 50 feet thick and had pulsating lights at either end. Officer McCoy said:

> **“I have always been a skeptic about these things till it happened to me and I’m not a skeptic anymore.”** [dcviii]

UFOs | Blue Book | Exeter, New Hampshire: On or about the same day as the Texas case above, a UFO lands in a field in New Hampshire. This case comes to us the U.S Air Force case files, a newspaper article, and the ‘*UFO Investigator*.' In this sighting, a UFO descends into a field and was observed by the Police and a citizen of New Hampshire.

On September 3, 1965, Mr. N.M. was hitchhiking home in the early hours, when around 1:30 am he saw a giant UFO in the sky at Exeter, in Rockingham County, New Hampshire. He became terrified as the object with four or five bright red lights approached him from nearby woods.

Mr. N.M. then said the UFO proceeded to a field near the road and began to hover. He could tell local horses were spooked.

Mr. N.M. then walked quickly to the Exeter Police station to report what he had seen. At the station, Officer Eugene Bertrand could see N.M. was pale and shaken. Bertrand heard a similar story already from a woman the same evening who had a similar experience. Officer Eugene Bertrand asked N.M. if he would accompany him to the location of the encounter.

When they got to the field, they could hear dogs howling and horses at a nearby farm kicking their stalls. They immediately saw nothing, until Officers Bertrand flashed a light around the field in the direction where N.M. last saw the object.

> **“Just then a massive dark object with five red flashing lights rose up over the trees, moved back and forth, tilted,**

and came toward them. Bertrand said the object was 100 feet in length as it approached the patrol car. It was there the story stopped."

Officer Bertrand's immediately got back to the station and filed a report with the Air Force. He mentioned the craft was at 100 feet and came toward his cruiser.

U.S.A.F. Major Hector Quintanilla wrote a letter to Eugene Bertrand thanking him for the report, and the case would be evaluated at Wright Patterson. He also offered that many aircraft were in the area during the annual 8th Air Force "Big Blast" that same evening. According to Quintanilla at least five B-47's were in the area. [dcix]

Comment | Here again, we see a potential misclassification of a UFO sighting. B-47's can fly low and can take off and land in flat fields. However, the bombers cannot hover or tilt. Furthermore, the dogs and horses in the area display the characteristics of being affected by electromagnetic disturbance.

UFOs are known to have propulsion systems that affect brains of animals (e.g.; Dog and horse). On record are hundreds of UFO cases where dogs bark and horses become frantic, as the electromagnetic impulses from the propulsion system take effect on their brains. One recent study showed the dogs always go to the bathroom in a fixed position, so their brain is in alignment with the gravitation fields. This is why we see dogs move around just before they evacuate.

Disc | Blue Book | Pretoria, South Africa: On September 16, 1965, Constables John Lockem and Koos de Klerk were in their car, and their headlights illuminated a domed, disc-shaped object sitting on the road in Pretoria, South Africa. Project blue book made no official report; however, articles can be read at NICAP and the "Flying Saucer review." [dcx]

Sherriff observes UFO | Blue Book | Licking County, Ohio: Around 10:45 pm on September 26, 1965, a Deputy Sheriff at

Licking County, Ohio witnessed a UFO.

The Sheriff said he observed a white circular object in the Southwest sky. The Air Force file shares the following description of the UFO.

1. It was “spherical";
2. It was “white";
3. It was “the size of a pea to a silver dollar from where the observer stood.";
4. It had “no navigations light, and the color of the object faded at times";
5. It left “no trail or exhaust”;
6. It emitted “no sound”;
7. It traveled in “an arc from Southwest to Northwest”;
8. It was “observed between 3 to 5 minutes.”

The Control Tower at Lockbourne Air Force Base in Columbus Ohio was contacted about the UFO. The Tower then contacted the aircraft commander John D. of a C-47 in the area and asked him to take his plane and investigate the object.

The C-47 pilot was unable to identify the object as an aircraft. However, he did see the object, but he told the tower the UFO had no navigation lights.

Lockbourne Control Tower observed the object with binoculars. The Detroit Air Defense Sector at Custer AFS, Michigan, tracked UFO on the radar. The file did not state the speed but said, it was traveling at a high rate of speed.

The Air Force investigation reviewed the case and even reached out to supervisors of the military men who were involved with the sighting. Both Captain John D and Tower operator Palmer P received excellent reputations from their superiors. Despite this, the Air Force concluded that the object seen by all involved must have been another "aircraft." Detroit Radar said the plane was a KC-135. [dcxi]

Comment | The facts in this case do not fit the conclusion of the incident. The KC-135 Stratotanker is a military aerial refueling aircraft. It has a wing span of 131 feet and length of 140 feet. It comes with four large Pratt & Whitney engines.

This plane's engines create a high degree of sound. The plane also comes equipped with navigation lights, is not white and not spherical. Both Captain John D and Control Tower operator Palmer P looked at the UFO, neither one said it was a plane. John D said he could not identify it as an aircraft.

What military pilot and ground observer, at the same time are unable to identify a military air refueling platform? This case should have been labeled "Unknown."

UFOs | Blue Book | Michigan: On March 14, 1966, and for 2-1/2 hours thereafter, Washtenaw County sheriffs and police in neighboring jurisdictions in Michigan reported disc-shaped objects moving at fantastic speeds and making sharp turns, diving, and climbing, and hovering. At one point, four UFOs in straight-line formation were observed. Selfridge AFB confirmed tracking UFOs over Lake Erie at 4:56 am.

Following is the log of "Complaint No. 00967" signed by Cpl. Broderick and Deputy Patterson of the Washtenaw County Sheriff's Department:

- **3:50 am:** Received calls from Deputies Bushroe and Foster, car 19, stating that they saw some suspicious objects in the sky, disc, star-like colors, red and green, moving very fast, making sharp turns, having left to right movements, going in a Northwest direction.
- **4:04 am:** Livingston County [sheriff's department] called and stated that they also saw the objects, and we're sending a car to the location.
- **4:05 am:** Ypsilanti Police Dept. also called stated that the object was seen at the location of US-12 and I-94 [intersection of the U.S. and an Interstate highway].

- **4:10 am:** Monroe County [sheriff's department] called and stated that they also saw the objects.
- **4:20 am** Car 19 stated that they just saw four more in the same location moving at a high rate of speed.
- **4:30 am:** Colonel Miller [county civil defense director] was called; he stated just to keep an eye on the objects that he did not know what to do, and also check with Willow Run Airport.
- **4:54 am:** Car 19 called and stated that two more were spotted coming from the Southeast, over Monroe County. They also said the UFOs were side by side.
- **4:56 am:** Monroe County [sheriff's department] stated that they just spotted the object, and also that they are having calls from citizens. Called Selfridge Air Base and they stated that they also had some objects over Lake Erie and were unable to get an ID from the objects. The Air Base called Detroit Operations and was to call this Dept. back as to the disposition.
- **5:30 am:** Dep. Patterson and I [Cpl. Broderick] looked out of the office and saw a bright light that appeared to be over the Ypsilanti area. It looked like a star but was moving from North to East.
- **6:15 am:** As of this time we have had no confirmation from the Air Base."

NOTE 1: Washtenaw County deputies B. Bushroe and J. Foster formally stated:

> "This is the strangest thing that [we] have ever witnessed. We would not have believed this story if we hadn't seen it with our own eyes. These objects could move at fantastic speeds, and make very sharp turns, dive and climb, and hover with great maneuverability."
>
> "We have no idea what these objects were, or where they could have come from. At 4:20 am there were four of these

objects flying in a line formation, in a northwesterly direction, at 5:30 these objects went out of view and were not seen again."

NOTE 2: Deputy Bushroe told the press: "It would swing back and forth like a pendulum, then shoot upward at tremendous speed, hover and then come down just as fast. Dexter police and Livingston County sheriffs, contacted by Bushroe and Foster, "reported that they saw the same objects engaging in the same maneuvers."

NOTE 3: The stories shared by these witnesses were backed up by more than 100 witnesses, including William Van Horn, a civil defense director, and dozens of students who watched the football-shaped object for four hours as it maneuvered near the University of Michigan campus, a nearby airport, and a local swamp. [dcxii]

NOTE 4: The Air Force states, in a transmittal dated March 23, 1966, this to be a factual report of an Unidentified Flying Object. In part of the transmittal, it stated one of the objects seen appeared to be trouble, going up and down while the others stayed above. At one point it dipped so close to the ground, it seemed to have touched or landed. The characteristics were:

1. They looked like soup bowls (placed on top of one another;
2. They were brown in color;
3. There were four objects;
4. They were brown in color. [dcxiii]

UFOs | Blue Book | Michigan: From March 20 to 21, 1966 stories emerge of UFOs over Michigan; they are both intriguing and confusing. It seems two different objects were in the Ann Arbor and Hillsdale Michigan area over March 20 and 21, 1966. In one report the military reported forty (40) people witnessed a UFO land at Ann Arbor Michigan. Twelve of these observers were policemen. The same report states policeman witnessed a formation of 4 to 5 objects in which case one flew over their car. [dcxiv]

NOTE 1: Three officers David Fitzpatrick, Stan McFadden, Robert Huniwell witnessed a flying object outside Milan Michigan on March 20, 1966. Also, the report states a farmer some 12 miles NE of Ann Arbor also saw the glowing object land and

take off. Officer (Deputy Sheriff) David Fitzpatrick took pictures. Sheriff Douglas J. Harvey then released these pictures. Also, Sheriff SGT Nuel Schneider was also a witness to the sighting. One officer stated this object appeared to have green and red flashing lights and at one time zipped down to hover within 10 feet of the patrol car. As this object rose, it was joined by another similar object. Another witness described the UFO as "pyramid-shaped" and had what he thought was a "porthole." Some of the characteristics in addition to above were; 1) the objects appeared between 4 am, and 7 am 2) some reported it was like a brilliant light (yellow/white light). [dcxv]

NOTE 2: This case also involved the analysis of Dr. J Allen Hynek. A press conference was going to be granted to the press at Selfridge AFB. Congressman Vivian wanted to know more answers surrounding the Dexter, Michigan sighting. Some comments were made about "swamp gas" however; eyewitnesses clearly define this event as otherwise.

The very fact, "swamp gas" was used as the reason angered by many citizens. You will read later congressman Gerald "Jerry" Ford became involved, and it was determined the swamp gas story was at the request of the Air Force and was later confirmed by Dr. J Allen Hynek. He admitted he did not want to use this term. People knew swamp gas does not act like an aerial vehicle hovering over cars, blinking its lights, having portholes and taking off. [dcxvi]

Comment | Another fascinating thing about the bluebook project files is the number of blank pages in the records, and yet they have numbers assigned. Was this a mistake or intentional?

UFO chase | Blue Book | Ohio and Pennsylvania: This next case was found in Blue Book. However, additional details were found in; '*Rome Daily Sentinel*,' '*Syracuse Herald-Journal*, '*Utica Observer-*

Dispatch,' '*Pittsburg Post- Gazette'* and '*Beaver County Times'* on April 18, 1966. *'The Post – Gazette*,' Pittsburg on April 19, 1966

On April 17, 1966, UFOs engaged over eight (8) police officers spanning the states of Ohio and Pennsylvania. Three officers witness an unusual shaped object flying over several towns between the hours of 4:45 and 5:20 am.

Dr. J. Allen Hynek was brought in as a consultant, and the Condon committee did not review this case. The object was first noted in Ravenna, Ohio approximately between 0300 and 0600 hours. The police officers got in their cruisers and pursued the oblong object with antenna projecting from it. The characteristics of this UFO was as follows:

1. "Its color was of silver or bright white tone";
2. "It was extremely bright and at times would blind the drivers in pursuit";
3. "The object would make erratic moves, slowing down, going faster and flying approximately 500 feet above the vehicles";
4. "It was flying in an easterly direction";
5. "The object had a slight hum to it";
6. "The size was approximately 35 to 50 feet across by 15 to 18 feet high";
7. "The white light around the object would get brighter as it moved higher";
8. "It had a dome";
9. "In some cases, it was described as a half football shape."

NOTE 1: Jets were not scrambled according to the Air Force reports.

NOTE 2: The next report was a phone conversation with a Bill Powers at Northwestern University who made calls to get specifics, this was done on April 18, 1966. The gist of the report was that the police probably had a real object, then lost it for a moment and then picked up the planet Venus as they traveled. [dcxvii]

NOTE 3: Officer Dale Spaur, Wilbur Neff, and other officers observed a metallic, disk-shaped object flying through the skies on April 17, 1966. Then H. Wayne Huston reported witnessing the event (from East Palestine, Ohio).

Other officers joining to witness this event were Frank Pananella of Conway Pennsylvania. The Patrolman Henry Kwanianowski of Economy Borough and finally Lonny Johnson and Ray Easterly of Salem Ohio saw the object.

NOTE 4: Photos taken by the sheriff's department were turned over to Federal authorities, and you guessed it, they did not come out. What is very fascinating about this event is the Airforce first stated they thought this might be the planet Venus, and then they stated this was most likely a satellite.

However, one of the officers took a picture of what looked like two table saucers put together"! [dcxviii]

Comment | "Venus"? Let's look at the facts; First, we have eight police officers who perform night duty. All of these officers know the planet Venus in the sky as a distant glistening object. Second, the object had an antenna. Venus does not have an antenna! Third, the object had a hum – Venus (no hum). Fourth, the object was 35 feet across. If Venus were 35 feet across in our sky, our planets would be colliding! This case should have been classified as "Unknown" or "Unidentified."

UFO drills hole in Ice | Wanaque Reservoir, New Jersey: In October 1966, Chief John Casazza and Sgt Ben Thompson and two other patrolmen witnessed a UFO near the Wanaque Reservoir, New Jersey. This case was reported in the '*World Journal Tribune'* on October 24, 1966. According to the paper, Sgt Thompson became temporarily blinded when an object came within 150 feet of him.

Interestingly, this was not the only sighting at this reservoir. The article goes on to state that in January of the same year policeman watched a UFO drill a nine-foot- wide hole in the reservoir ice. Then in February and March, these objects fluttered above the reservoir. The last thing I will mention, the article points to the fact, the Mayor

and 400 hundred residents observed an oversized star-like object fly by in October.

The '*Los Angeles Times'* informs us on October 12, 1966, was the fact two other officers witnessed the object hover over the reservoir. At one point, the officer turned his cruiser's red light on, and the UFO turned its light out. The Airforce declared it had not been asked to look into this event. [dcxix]

25-foot diameter disc | Sandusky, Ohio: On February 10, 1967, Frank Edwards in his book, '*Flying Saucers – Here and Now*!', shared; Perkins Township Patrolman Gary Butler observed a twenty to twenty-five-foot diameter disk hovering over NASA's Plum Brook Facility south of Sandusky, Ohio.

The UFO sighting occurred at 3:40 am. The object was approximately forty- five feet above the ground and had a blue glow around its circumference. Patrolman Butler shared;

> **"It scared me at first. I jammed on the brakes and stopped to watch it. I watched it for four or five minutes before I radioed to the Sherriff's office. The thing was bright, and there was a bluish light shining down from it." [dcxx]**

Police Department observes Jet Chasing UFO | Blue Book | Moline, Illinois: On March 9, 1967, around 1:30 pm a Nun and nine others witnessed a Jet chasing a UFO over Galesburg, Moline, Illinois.

The sighting of the UFO occurred over Sacred Heart School where Adults and Children witnessed a UFO and Jet chase.

Witnesses included the Moline Police Department, School officials, Children and a Nun. The Police officer assumed the object was initially a helicopter as it looked like a pickle or potato. However, the shaped morphed into a disc-shaped object during the sighting.

The object was filmed on an eight-millimeter Kodak camera, then hovered and dipped. The sixth and seventh-grade children noticed several other objects near the trees and pointed these out to

the adult witnesses. No sound was heard from the UFO except one person thought they heard a "hissing sound."

The distance of the UFO from the witnesses was between 1,000 to 3,000 feet. The object looked like an upside-down pickle and seemed to rock back and forth.

The UFO had no fins, no rudder, and no wings. The report is a little confusing as it suggests a second object was picked up on March 6th involving other officers and a nun.

The nun stated between 1:30 and 1:45 pm she had a sighting. The object appeared from the west. She heard no sound and believed it over the Illinois River. The UFO was silver.

She then confirmed she saw three jets appeared directly overhead at the same altitude as the object. The size of the UFO was estimated to be that of a large aircraft. It had a red, white and green light with one hi-intensity red light. She believed the jets were flying at 15,000 feet in altitude.

On March 10th, the Nun observed an object above the treetops across from the schoolyard. It appeared square at first, and it changed shape as it moved eastward. She viewed the UFO for five minutes. It was bright yellowish and elongated in shape. It also appeared to hover. The photograph of the UFO from the film was published in the Newspapers along with pictures of the school children pointing upwards. [dcxxi]

Police officer Taken aboard spacecraft | Ashland, Nebraska: Another incredible event took place on December 3, 1967, at approximately 2:30 am, when officer Herbert Schirmer of Ashland, Nebraska was confronted with aluminum colored craft from another world and its occupants. This famous case is heavily documented by many sources one of those being Leonard H Stringfield. In this most interesting encounter, Officer Schirmer was given the privilege to communicate with these intelligent beings. He was provided a tour of the craft in which it was explained to him; the ship had what we would call an “anti-gravity propulsion” system. The term used was

“reverse electrogravitic” propulsion. You can read this case in the UFO Investigator at CUFOS. [dcxxii]

Chapter 20: UFOs at the Missile range

Figure 67 - Bomarc Launch Complex at Fort Dix, courtesy of the US Air Force | [dcxxiii]

UFOs have been visiting rocket and missile launch sites since 1947. The extraterrestrial pilots and crews are interested in our atomic and nuclear capabilities.

Figure 68 - Langley Air Force Base - My Home - Courtesy of the US Air Force | [dcxxiv]

My father was stationed at Langley Air Force Base in the early 1960's before we moved to England. I was in elementary school at the time. Little did I know that the base was a large Bomarc missile site. That was a fact, we were not taught in school. I suppose it was not crucial to the teachers to share we could be a target for other countries. [dcxxv]

The above picture is the Langley Air Force Base 22nd Air Defense Missile Squadron establish in 1959 and was active through 1972. Langley in the early 1960s' was also the home base for the Mercury NASA astronauts – these seven original American astronauts were Scott Carpenter, Gordon Cooper, John Glenn, Gus Grissom, Wally Schirra, Alan Shepard, and Deke Slayton.[dcxxvi]

No Agency is able to duplicate their speeds

By the late 1950's the U.S. military understood these objects (UFOs) were not Russian made devices visiting our secret military testing centers.

On January 16, 1957, Admiral Delmer S. Fahrney, former head of the Navy's guided-missile program was quoted as saying:

> **"No agency in this country or Russia is able to duplicate at this time the speeds and accelerations which radars and observers indicate these flying objects are able to achieve... there are objects coming into our atmosphere at very high speeds."**

He also states: "Reliable reports indicate there are objects coming into our atmosphere at very high speeds and controlled by thinking intelligence." [dcxxvii]

FBI Report

According to an FBI report on August 14, 1946, a Swedish Air Force pilot... was flying at 650 feet over Sweden when he saw a dark, cigar-shaped object about 50 feet above and approximately 6,500 feet away from him traveling at an estimated 400 mph.

The FBI report describing this event revealed the missile had no visible wings or rudder and no indication of any fuel exhaust.

Air Engineer Eric Malmberg was recounting the Pilot's encounter: "The missile was maintaining a constant altitude over the ground and, consequently, was following the large features of the

terrain. This statement casts doubt on the reliability of the entire report because a missile, without wings, is unable to maintain a constant altitude over hilly terrain."

Air Engineer Eric Malmberg, once secretary of Sweden's Defence Staff committee on the matter, who was interviewed forty years later stated:

> **“I would like to say that everyone on the committee, as well as the chairman himself, was sure that the observed phenomena didn't originate from the Soviet Union. Nothing pointed to that solution. "On the other hand, if the observations are correct, many details suggest that it was some cruise missile that was fired on Sweden. However, nobody had that kind of sophisticated technology in 1946.”** **[dcxxviii]**

UFO near Missile Range

(Classified)

On June 29, 1947, The ‘*Evening Star*,' Washington D.C. published an article with the headline "*Saucer Seen by Rocket Expert; Flight Over Desert Described*." The subtitle was *"D.C. Navy Research Worker Says Flying Disc Was Unlike Any Guided Missile He Has Seen."*

This article follows an event that took place on June 29, 1947, where three passengers in a car near White Sands proving ground spotted a uniform craft.

In another newspaper clipping on July 8, 1947, the title reads "*Missile Expert Reveals Seeing ‘Flying Saucer' Naval Lab Expert Tells of Seeing Craft."* The article, written by William J. Brady and speaks to the fact that:

> **"A Naval Research Laboratory guided missiles expert yesterday described a flying saucer he and two fellow scientists had observed June 29 (1947) near White Sands,**

New Mexico, but admitted his unofficial report to Army Officers drew only fishy-eyed stares".

This same newspaper article shares the reaction of two people witnessing the event.

Dr. C. J. Zohn was in New Mexico to observe a V-2 launching test for the Navy. Four days before the test, he and Curtis Rockwood, also attached to the research laboratory, and John R. Kauke, stationed at the White Sands testing area, was driving a short distance from the launch site. "Kauke suddenly spotted a glare in the sky, Dr. Zohn said,

> **"We all looked up and saw a silvery disc whirling through the unclouded sky."**

In this '*Evening Star'* magazine, Dr. Zohn stated he had gone to New Mexico for a V-2 test, and he emphasized that he saw a "flying saucer" four days before the test and that it had nothing to do with any Navy experiments. [dcxxix]

Between 1:00 and 1:30 pm passengers see a UFO on Highway 17 between Las Cruces and White Sands V-2 firing grounds. The three passengers were assigned to the Rocket Sonde; one was a scientist and the other a telemetry supervisor. The object was seen at 8,000 to 10,000 feet and traveling at a "rapid velocity" on a horizontal path.

All three passengers witnessed the object, which was to the right and forward of the automobile. The shape was uniform and had no wings or protuberances. They observed this object for 30 seconds until it disappeared. The Air Force noted that one of the witnesses had spent time in the Navy and knew aircraft and military balloons. The Airforce concluded the witnesses had seen a "Balloon." [dcxxx]

30-foot diameter UFO at missile range | "Classified Report": On April 27, 1950, a UFO visited Holloman Air Force Base, Alamogordo, New Mexico.

Dr. Bruce Maccabee wrote a fascinating write up on a Project Twinkle project. In his write up of the event, Maccabee shares: “Dr. Mirarchi visited Holloman Air Force Base in late May 1950 and requested a brief report on sightings which had occurred on April 27 and May 24.”

Maccabee states: “Dr. Anthony Mirarchi was not the average scientist.... In early 1950 he was the Chief of the Air Composition Branch at Geophysical Research Division (GRD) at the Air Force Cambridge Research Laboratory (AFCRL) in Cambridge, Mass. Twinkle began as Dr. Mirarchi’s project”. Dr. Bruce Maccabee pointed out the following facts of these sightings:

APRIL TO MAY 1950: “Sightings were made on 27 April and 24 May 1950 of aerial phenomena during morning daylight hours at this station”. Personnel working for Land-Air, Inc., while engaged in tracking regular projects with Askania Phototheodolites made the sightings.

“It has been reported that objects are sighted in some number;
as many as eight have been visible at one time.”

The sightings and film were taken at film station P10. Facts surrounding the discs observed on April 27, 1950, at Holloman following MX776A test are as follows: The discs:

1. “were at an altitude of approximately 150,000 feet”;
2. “were approximately 30 feet in diameter.”;
3. “were over Holloman range between the base and Tularosa Peak”;
4. “were traveling at an undeterminable, yet high speed.”

Dr. Bruce Maccabee found two other statements from letters written between the Directorate of Intelligence and the Research Division of the Directorate of Research and Development in February and March 1952. These important statements are:

1. “The Scientific Advisory Board Secretariat has suggested that this project not be declassified for a variety of reasons, chief among which is that no scientific explanation for any of the ‘fireballs' and other phenomena was revealed by the (Project Twinkle) report and that some reputable scientists still believe that the observed phenomena are man-made." (February 1952)

2. "It is believed that a release of the information to the public in its present condition would cause undue speculation and give rise to unwarranted fears among the populace such as occurred in previous releases on unidentified flying objects. This results from releases when there has been no real solution." [dcxxxi]

The blue book files had an extract from Officer Ruppelt, which mentioned:

“Shortly after a missile was fired and had soared into the stratosphere and fallen, someone spotted an object in the sky. The theodolites were hooked up through an intercom system, and several stations were instructed to try to get pictures.”

Unfortunately, only one camera had film. The pictures showed a smudgy, dark object, not well defined. It was moving”. [dcxxxii]

Regarding the other camera, Timothy Good points out in his book "*Beyond Top Secret*," that a Todd Zechel claimed the CIA's Office of Scientific Intelligence Office had these images.

If the CIA had this evidence at one time, it is not on their website. The website is more of a flat denial to the public it was ever involved with UFO studies. We know this is not true as Rear Admiral Hillenkoetter (former CIA Director) was very involved with educating President Truman on the Phenomena. [dcxxxiii]

Saucers follow a B-50 | Blue Book | Holloman Air Force Base, New Mexico: On August 30, 1950, one day before a V-2 launch, eight civilians and one Master Sergeant observed one or two

objects following a B-50 aircraft before the launch of Missile MI-776 (Bell Aircraft). The object(s) were visible for 30 minutes. The observers noted the following characteristics of the disks. The UFOs;

1. “continued at a breakneck speed for short distances”;
2. “made abrupt turns, and they're shaped changed from round to elliptical”;
3. “had an intense glare that was not reflections from the sun”;
4. “retained their relative position to one another”:
5. “left no vapor trails”;
6. “hovered”; and
7. “appeared to be ten times faster than the B-50 aircraft.” [dcxxxiv]

Figure 69 - B-50 Superfortress, courtesy of the U.S. Air Force, [dcxxxv]

NOTE: The B-50 (Superfortress) had a top speed of 244 miles per hour. Ten times this amount would place the objects speed at 2,000 miles per hour.

UFOs at gunnery range | Yuma Arizona: On March 5, 1953, a “*Tucson Daily Citizen*” press report states: "Air Defense Command officers today kept a sharp watch for possible 'flying saucer spies' at their gunnery meet here.

“Almost everyone at the Yuma County Airport had his eyes on the skies after a number [20] of officers and civilians said they had seen 'what looked like flying saucers.”

“The observers' reports were disclosed by Capt. Phillip Hiaring, a public information officer from Hamilton Air Force Base. A dozen or so disc-shaped objects were sighted at a high altitude over the site of the gunnery meet last Thursday, he said.”

“It looks like someone from another planet is spying on our gunnery meet,' Capt. Hiaring remarked, 'We're trying to pin this down.'

“G. W. Simpkins, a technical representative of General Electric Corp., was among those reporting sighting the strange objects.”

“There must have been at least a dozen or so,' he said. I saw them very high to the northeast of the airfield. They broke toward the base at terrific speed. Then they hovered over the field and disappeared.”

“There were no jet formations in that area at that time, Capt. Hiaring said.”
“While interest was at a peak in the flying saucer situation today, competition continued in the gunnery meet with pilots of jet interceptors using radar sights which enable them to hit targets without ever seeing them.” [dcxxxvi]

UFO at Aerobee rocket firings | Blue Book | Holloman, New Mexico: On October 7, 1953 (Aeronautical) Design Engineers observing Aerobee rocket firings spotted a UFO. A teletype report was sent to Wright Patterson AFB (OH), ENT AFB (CO) stating the object sighted was round or elliptical and had the size of a dime or nickel at arms-length.

The UFO was silvery hue with red-orange in color. After the rocket fired, the object appeared in the vicinity of the rocket vapor. It was first spotted to the right of the vapor trail; then it moved south crossing the vapor trail, then veered back to the right and went up the vapor trail and then disappeared.

The remarkable craft was observed three minutes through a twenty-power telescope. No propulsion, sound or vapor trail was noted from this object. It was reported that at 9:30 am Holloman AFB launched three weather balloons (with 90 feet in diameters). The writer of the report suggested the balloon theory. [dcxxxvii]

Comment | Though I believe balloons may have been launched before the rocket launch it is hard to imagine that a red/orange and silvery weather balloon would change directions crossing a vapor trail, then move up a vapor trail only to disappear. One would think Aeronautical engineers and draftsman would be able to distinguish between a moving balloon and UFO! This case should have been identified as "Unknown" or "Unidentified."

UFO follows missile at launch, all recordings "confiscated and classified": In the Fall 1955 investigator Paul Cerny, shared another UFO encounter at White Sands Proving Ground, New Mexico.

According to the UFO research newsletter (Gordon Lore); a modified German V-2, was being prepared for launch. As is usually the case in early rocket testing, the film crew were on hand, and the radar and telemetry experts were at their equipment. Cerny shares:

> **"As the large missile fired and began to rise from the launching pad,' Cerny wrote in his report, 'a small football-shaped object about as large as the diameter of the missile suddenly appeared out of nowhere and positioned itself a few feet above and ahead of the rocket. This object, seen visually by the ground crews and other personnel and recorded on movie film, maneuvered in this approximate position ahead of the missile on its way up into the sky and out of sight."** **[dcxxxviii]**

“Furthermore, the incident was hushed up, and the authorities confiscated the films in command of the launch facilities." [dcxxxix]

Comment | If true, this is clear proof that UFOs exist yet and the government denies their existence.

UFO was seen at Missile Range by 200 Navy Officers | White Sands, New Mexico: From April 30 – May 4, 1956, Captain Thomas Andrews, Vice Commander of Pacific Missile Range and two hundred Navy Officers observed a UFO at White Sands, New Mexico. Andrews shared his story with Professor Dr. James E. McDonald at Pt. Mugu Naval Air Station.

“In the spring of 1956, he [Andrews] was up at White Sands for some demonstration firings, along with the other 200 officers. It was sometime in the week of April 30- May 4, 1956. (After the talk, he kindly phoned from his office to give that date-bracket based on the certificate he got from the short course.)”

“Just after an Aerobee launch had malfunctioned, all hands were looking up, someone spotted the UFO, and soon all 200 officers, plus White Sands range personnel, were intently observing the object.”

> **“Capt. Andrews said it was about one-fourth the angular diameter of the moon, round in apparent cross-section during most of the observation, and metallic in appearance 'like a shiny aluminum ball.”**

“It was stationary, as nearly as they could see, and soon a number of persons had stuck twigs in telephone poles to line up with crossbars to crosscheck the lack of motion, confirming it.”

“Although it remained without any perceptible motion for a time, Andrews said it extended ultimately to about four or five hours. At one phase in the first hour or so that they were watching it rather carefully, it changed planform from round to cigar-shaped for about a 20-minute period.”

“He said it was as if it were a disc and tipped on edge, so that they saw its cross-section for 20 minutes, although that was merely a way of confirming the described shape-change.”

“He said that, when the group was back in buses and heading down to Ft. Bliss, they periodically craned their necks to look out of the bus windows and, as nearly as they could tell, the object hadn't changed its relative position in the sky for about four or five hours.”

“Its large perceptible angular diameter and lack of motion completely rule out Venus, a fireball, or any such celestial object.”

“The shape-change, in his opinion and mine, rules out anything like a balloon, as does the lack of motion for a great length of time. I asked him if radar or optical-tracking was employed, and he said that all of their questions on that point never met with any clear-cut answers, so he does not know.” [dcxl]

Comment | Another UFO event – Hushed Up and whitewashed away?

A 500-foot long, egg-shaped craft | Blue Book | Alamogordo, New Mexico: November 4, 1957, James Stokes an engineer for the Air Force Missile Development Center at Holloman AFB, Alamogordo, New Mexico observed a 500-foot long Egg- shaped UFO.

AP News provided information on the object, which appeared in the ‘*Washington Evening Star*.' Stokes was not the only witness. Ten automobiles came to a complete stop off U.S. 54 between White Sands Proving Grounds and Alamogordo, New Mexico.

The large UFO approached the cars from the northeast speeding between 1,500 to 2,500 miles per hour. The article stated; Mr. Allan D. Baker of Las Cruces, New Mexico took pictures of the object.

A Lieutenant from White Sands confirmed the sighting of similar object(s) and was further substantiated by two distinct military patrols on duty the prior Sunday. These separate reports were of the same object yet witnessed in two events some 17 hours apart.

It appeared the military base played down the story in that the Information Officer stated the object was 200 feet long and 75 feet in diameter.

Whether the size discrepancy was an oversight or intentional, we do not know. What we do know is some of our biggest bombers during that era; the B-29 was around 100 feet long, and the B-36 was 162 feet in length.

The Air Force classified this object as "Mirage / Psych." The '*Washington Daily News'* confirmed the 500 feet long description as relayed by James Stokes. The article also provided the UFO was hovering over the former "Trinity" atomic bomb site on the previous Sunday when spotted by the two separate military police squads.

The Trinity site is where the first atomic bomb was exploded in 1945. Colonel John McCurdy, Public Information officer for the White Sands Air Force Missile Defense Development Center, questioned Mr. James Stokes. The information points out that Colonel John McCurdy was personally satisfied by the story and believed Mr. Stokes. [dcxli]

Updated information on the Case:

In an update to the above story two other unnamed motorists reported that they saw the same object near the Oro Grande missile testing range about 50 miles north of El Paso. This report was given to the El Paso, '*Texas Herald post*.' The interesting thing about this sighting was the effects were identical to Mr. Stokes.

One of these motorists stated: "As I approached, the motor of my car went out, and the radio went dead. There was no noise."

The observer continued: "The glowing shape was about 1,500 feet high. It seemed to be a material object. I watched about 15 minutes when it disappeared". *[dcxlii]*

In concluding the above case, the Air Force in its Blue Book report found a few inconsistencies and stated the following: On page 6 of the report, the Preparing Officer said he believed Mr. Stokes witnessed an optical illusion for the following reasons:

1. “The object does not remotely meet identification criteria for aircraft, balloons, meteors, stars or planets”;
2. “Although the reported color of the object is consistent with that of ball lighting, the fantastic speed of the unidentified object rules out that possibility”;
3. “The reported shape, lack of trail and sound, incredible speed and other reported conditions are in harmony with the theory of an optical illusion.”

In closing, the Preparing Officer believed it would be impossible for Mr. Stokes, to have observed the object for as long as he stated if it were traveling at the estimates speed. Finally, as a result of the flat white sandy terrain, it was said: "mirages cannot be considered unusual occurrences." The preparing officer was Lt Colonel William P. Brunson USAF, Operations Officer. [dcxliii]

Comment | I'm afraid I have to disagree with the Air Force conclusion of "Optical illusion" in this case. First; Optical illusions do not ‘swoop down’ over cars in New Mexico where over ten motorists witness the same phenomenon.

Second, Optical Illusions do not trigger electromagnetic impulses that stop car engines and headlights. This case should have been classified as "Unknown" or "Unidentified." An Air Force engineer would know the difference between an optical illusion and a glowing 500-foot-long spacecraft!

Holloman Air Force Base Missile range engineer reports discs: This next case comes to us from four different sources, regional newspapers and the ‘*A.P.R.O. Bulletin’*. Together we get a good idea of what happened on August 8th.

Like many spectacular UFO witnesses working for the U.S. government, this particular case cannot be corroborated as no declassified US Air Force file exists. If a file does exist it is not in the declassified Project Blue Book files and most likely remains a classified case today.

On August 8, 1958, between 11:00 pm and 11:20 pm a Holloman Air Force Base engineer reported seeing several elusive,

glowing objects over the world's most massive missile range. The engineer, remaining anonymous said:

> **"I can understand why anyone seeing such a thing would hesitate to report it." "It was phantom- like, going though elusive maneuvers like quick-silver."**
>
> **"I was watching a shooting star when another solid object, not a star, appeared following the trajectory of the star I had just seen."**
>
> **'The second object was not traveling at a downward angle as the star had been but was ahead of it in a straight-line trajectory."**
>
> **"It seemed to be traveling at superhuman speed and making maneuvers that no aircraft could withstand. It was neither an aircraft, weather balloon, nor bird of any natural phenomenon; I've ever seen or heard of, It was incredible". [dcxliv]**

Several other people came forward to report additional objects over Holloman. One US Army officer reported he and his wife watched nine silent objects in flight.

Another service couple reported seeing ten UFOs on US 70-54. The couple said the objects were moving across the missile range. They did not travel downward as would a meteor but kept a straight course. One UFO reportedly veered away from the others heading south. The object appeared to be displaying various colors ranging from white to a deep orange-red.

At the same time, an Alamogordo radio announcer checked the missile range and determined no aircraft, rockets or balloon activity have occurred since 7:00 pm that evening. [dcxlv]

About a dozen people from Holloman Air Force Base came forward (including an AF engineer) stating they witnessed yellow-amber lights flying at high speeds in all directions over the city

(Alamogordo). According to the '*UFO Investigator*,' the engineer said:

> **"I can understand why anyone seeing such a thing would hesitate to report it... It was incredible". "the object was solid and made maneuvers that no aircraft could withstand."**

The Investigator verified local airports reported no balloons or planes were up at the time of the sighting. [dcxlvi]

Then on August 8, 1958, around 10:10 pm a staff sergeant from the Holloman Air Force Missile Development Center witnessed a box-shaped formation of disc-like objects flying low over Albuquerque in a southwesterly direction.

The person reporting the incident asked his name to remain confidential, however, confirmed the formation had 30 to 40 objects. He saw this display while standing on the corner of 1st street and Pennsylvania Ave. The objects traveling in a "box-shaped" formation headed from the northwest to the southeast.

Figure 70 - Illustration of discs in "box" formation

These objects were luminescent (giving off their light). The witness, shocked by the sight, said there was no sound or contrails that came from the objects. He believed were all oval shaped. The group of oval UFOs passed low over the town and the city lights reflected off their pearly colored surfaces. After crossing to the southeast of Alamogordo, they assumed their pearl-like colored glow. A.P.R.O. shared; the observer was engaged in research at Holloman and was qualified as an aerial observer. [dcxlvii]

UFO lands at Nike Missile Installation | Blue Book | Derwood, Maryland: On September 29, 1958, two Army missile men of the 4th

Missile Battalion at Derwood, Maryland publicly reported the landing and takeoff of a strange flying object near their Nike Missile Base.

In a public announcement, the men agreed: “the thing they saw had a ball-like nose, tapering to a blunt tail without propellers or wings.”

At the same time, several local Washington residents called to confirm they saw the same thing.

The Air Force sent 12 investigators to interview the witnesses and first concluded it had to be light from torches of arc welders on a nearby transmission tower. However, after the power company denied welders were in the area, the Air Force came up with a second answer: "A 200-watt floodlight" on a farmer’s barn. However, NICAP investigators went to the farm and found the barn and the floodlight was not rigged for electricity. Another handwritten note in the Air Force files states: “resolved as meteor and flood light per a Colonel." [dcxlviii]

Comment | Well there you go, what a conclusion – right? First, we know there were no welders in the area. Second, we know the barn had no electricity for the 200-watt floodlight. The Air Force’s final conclusions in this case was shoddy work at best. It seems this should have been labeled "Unknown" or "Unidentified."

UFO follows Polaris Nuclear Armed Missile | Cape Canaveral, Florida: On January 10, 1961, a Polaris Nuclear Armed Missile was launched from Cape Canaveral, which was then tracked by a UFO.

The disc was reportedly 20 to 25 feet in diameter and 6 to 10 feet at its center. Frank Edwards in his book; “*Flying saucers – Serious Business*," mentions some of the following points of this launch;

> **“Information from the official tracking log reflects that while the missile was still climbing an “unidentified object” approached and traveled with our missile.”**

“According to reports, the object was larger and had a stronger signature the tracking devices on the ground latched on to it, versus our rocket.”

According to Frank Edwards recounting the story, “it took technicians 14 minutes to get the tracking devices off the larger spacecraft onto our smaller missile.”

This event was never announced to the public or found in the declassified project blue book records but is published in ‘*True”* Magazine January 1965. [dcxlix]

Argentinian Naval Report on UFOs

On May 12, 1962, according to a report released by the Argentine Navy they (Navy) have been concerned with UFOs since 1952. NICAP produced the following quote from the report: A report officially released by Capt. Luis S. Moreno, Argentine Navy, one of a government team investigating the recent wave of sightings:

“About 4:30 am., three luminous UFOs approached a car at close range. The intense glow, like bright sunlight, caused one passenger to suffer serious eye damage.”

Captain Moreno stated that the Argentine Navy Department had continuously been concerned about UFOs since 1952. He also revealed that he and an Argentine frigate captain had sighted a UFO in Mar del Plata.”

“It was not a matter of stars or planets,' he said, ' but of mobile bodies with incredible speed.” [dcl]

Updated information on the Case:

On May 13, 1962, an Argentine Air Force officer reported seeing a UFO at Mercedes, Argentina around 4:15 am.

The report is as follows:

“An [Argentine] Air Force sub-officer named Giashischa was driving his car, accompanied by his wife and family, when they saw, to one side, at a distance of some 100 meters from the road, an aluminous mass of considerable size.

They thought it (the UFO) was about 20 meters in diameter and 2 or 3 meters high. It seemed to be rotating on its axis and emitted no sound. Giashischa wanted to get out and go over to the phenomenon, but his wife prevented him.” [dcli]

UFOs are not Military devices

On June 7, 1962, during a conference at the Ministry of Defense, Colonel Von Vegesack, (Ministry of Defense Swedish Ministry of Defense) said; "UFOs are not military objects."

According to the research of Loren E. Gross: “When this declaration had been made, it was easy to discuss how the reports could be handed over without revealing military secrets: a convenient solution seemed to be that the place of observation should not always be disclosed. "The interpretation that the UFO research Society puts on the Commander- in-Chiefs statement was that UFOs seen in Sweden's air-space should be considered friendly and not as intruders.”

“Following this official announcement, Mr. Troeng was invited to be interviewed on television, when he showed one of the Adamski photographs and answered several questions put to him by a space expert.

> **“Colonel Von Vegesack then stated that he could see no reason why it should not be true that people on other planets had solved the problems of traveling in space before we had.”**

The television program “was widely commented on in the Press, and a lively controversy followed.” [dclii]

UFO over Titan Complex

On August 7, 1962, a Giant UFO descends over a Missile Base near Oracle, Arizona According to Loren E. Gross, one of the more interesting cases in the Jim and Coral Lorenzen's book: "*UFOs: The Whole Story*." In this book they shared;

"Our first informant refused to give his name for publication for fear of some official reprisal for talking about the incident, but within five weeks we were able to obtain corroborating information from two other witnesses, both of whom are known to us but who must also remain anonymous."

> **"About midnight that night one of the night crew who was outside the complex spotted a brilliant light overhead, which seemed to be getting larger and larger. He soon realized the thing was descending directly over the site, so he went inside and told another man who came out and watched with him. Before long the object had become so large that both of the men were frightened and went back inside the complex where they notified Davis-Monthan Air Force Base at Tucson by telephone."**

"Two jet interceptors came streaking in from the direction of the base, but as they approached, the object took off fast toward the north and was out of sight within seconds. The jets circled the area and then headed back for the base."

> **"Minutes later, the 'visitor' was back again, and descended toward the silo, then took off vertically and dwindled to nothingness overhead."**

"All described the object as having an appearance similar to that of the full moon. Other testimony indicated that a similar object executing similar maneuvers was seen either the night before or the night after this incident." [dcliii]

Comment: What type of object descends over a top-secret installation, is chased off by jets, to only return to the missile silo?

UFOs at Cape Canaveral

UFOs recorded at Cape Canaveral rocket launch: This next case comes to us from the '*UFO Investigator*.' This case was not found in Project Blue Book despite this being an Air Force event.

On March 18, 1963, a Minuteman Missile was launched from Cape Canaveral. Several minutes later, it was destroyed by NASA engineers as the missile veered off course.

1. "Hovering in the sky off over the Atlantic Ocean off Cape Canaveral watching the launch was a bright UFO";
2. "NICAP was notified of the UFO sighting by the ground observers watching the missile launch";
3. "One witness reported the UFO suddenly appeared above the Air Force Test firing range before the launch";
4. "NASA's automatic tracking system followed the UFO rather than the missile as it had a stronger radar "target" signature. NASA's radar system monitored the UFO for 10 minutes as it changed from a hovering position to scurrying above the range";
5. "There were other reports by witnesses that sent in conflicting accounts mentioned the UFOs suddenly appear after rocket malfunctions." [dcliv]

The fact a UFO appears before a missile and rocket launch is quite common. In the United States, such appearances happen the night before, the day of, just before, and after the launch.

In 2018, a sphere passed over a space X rocket at the exact time of the launch sequence. The missile then exploded on the launch pad. In the 1960's a large disc appeared over the Saturn V rocket as it emerged from an assembly building in California. Wherever our

missiles are, it seems these space visitors are curious about our technological successes as well as failures.

Gemini followed by UFOs?

Gemini I was launched as an unmanned vehicle on April 8, 1964, from Cape Canaveral. Its mission was to orbit the earth for four days, then reenter over the South Atlantic. During the entire four days in space orbit, NASA was testing three things:

1. the launch vehicle and guidance system,
2. the structural integrity and compatibility of the spacecraft and
3. the launch vehicle.

In this test, NASA designed the capsule and the Titan II booster to remain "attached" as it continued its orbital path.

The Manned Space Flight Network stations along with technicians manned the flight path.

> **“What most of us do not know is on its first orbit four controlled objects of unknown origin joined Gemini I. Scientists, and Technicians at the tracking stations were stunned as four UFOs took up positions two above, one below and one behind the Gemini's first entire orbit. Upon one entire orbit, the four objects veered off and sped into space.”**

Officials wanted to know the answers. “*True* Magazine disclosed the incident after scientists witnessed the event. However, shortly after the Air Force prepared a response. Members of Congress wanted answers and contacted NASA mission control chief Leo Abernathy.” NASA relayed the answers prepared by the Air Force:

> **“No unidentified objects were observed accompanying or pursing GT-1 spacecraft launched into orbit on a Titan 2 booster on April 8, 1964. Objects observed, which were detected by radar, have been identified as minor structural pieces, which routinely break free from the expendable booster in the spacecraft and booster separation process. There is no indication of the presence of any material which was not originally part of the launched vehicle.”**

One year later, to the day April 8, 1965, a Connecticut resident who had queried the NASA about the launch received a shocking letter from the Public Affairs Officer of NASA informed Mr. Nichol, that;

> **“The second stage of the booster and spacecraft “did not separate” because of the flight tests assigned to this launch. Further NASA confirmed the booster and the spacecraft reentered earth’s orbit as a single unit on the fourth day.”**

For us this mean – there were 4 UFOs near Gemini, that were not space debris! What is interesting is Frank Edwards is owed a pat on the back for his great research for uncovering this story. In addition to the above notes just under a year before this flight, as Gordon Cooper was making his final orbit of Earth on May 1963, his spaceship was approached by a greenish object moving east to west – contrary to orbits of man-made satellites.

Furthermore; James McDivitt in his orbit on June 4, 1965, also witnesses a strange object over the Hawaiian Islands, then two more objects over the Caribbean. [dclv]

Comment | Why did NASA attempt to debunk these stories? National Security!

UFO at Atlas Missile launch |Big Sur, California: In September 1964 a UFO allegedly causes a warhead malfunction at Big Sur, Vandenberg Air Force Base during Atlas Missile launch. This event

was revealed by Lt. Robert Jacobs USAF (now Professor) and was never reported to the Blue Book Report system.

You can read further information of this event as well a presentation of evidence during the Disclosure Project during 2001. If you can go to the NICAP website, and review research documents from analysts T Scott Crain, Bob Jacobs, PhD., Joel Carpenter, Robert Hastings, John Waskiewicz and Fran Ridge. [dclvi]

UFOs approach missile launch sites | Montana: On August 1, 1965, the Base Commander and several officers contacted Wright Patterson AFB about UFO intrusions at Minuteman Launch Control Facilities at Echo, Golf, Quebec and a few other locations. The incursions happened in the morning hours. [dclvii]

UFOs shut down Minutemen Missiles | Malmstrom Air Force Base Montana: During March 1967 UFOs stop by Malmstrom Air Force Base Montana Missile sites to "observe" our ICBM's.

Bob Salas, former USAF, and six other former officers witnessed most if not all minuteman missiles being shut down "one by one" by a hovering UFO over Echo (March 16) and Oscar (March 24) Flight Launch sites. This announcement comes 40 years later during the Disclosure project and on Larry King Live. [dclviii]

UFO over Minot Missile Site | Minot, North Dakota: Between July and August 1966, a UFO presents itself over Missile Silos over Minot, North Dakota and sends an activation code to a Nuclear Missile. This particular story is found in Robert Hastings Book "*UFOs and Nukes*."

"On a particular evening, U.S. Air Force Captain David H. Schuur was deputy commander at Echo Flight. During the evening a UFO was seen over missile flight ranges Alpha through Oscar scanning various missiles as it passed over. Security teams observed the glowing UFO and reported to the underground flight commanders."

"Messages were sent down the line to be on watch. According to the testimony of this officer, the object sent a message to this

missile; the commander reported the "launch in progress code indicator light switch went on." The team had to activate an "inhibit switch" to cancel the launch. It was observed that after the UFO passed on to the east – each launch sequence went back to normal. "

Hastings also discusses another "activation launch case with a UFO in Russia on October 4, 1982". [dclix]

Comment | I want to thank Robert Hastings for his excellent work. If you have the chance to watch some of the Disclosure project movies on YouTube or through his project site **www.ufohastings.com** you will not be disappointed. His analysis into the relationship between UFO's and Atomic and Nuclear sites has been phenomenal.

4 UFOs at Redstone Arsenal | Huntsville, Alabama: On August 26, 1966, another aerospace engineer reported four UFOs near Huntsville, Alabama. Huntsville is the home of Redstone Arsenal. In a report to Police, an aerospace expert stated;

> **"There were four cylindrical, orange objects floating in the air. I know very well what they were, and they were no ethnical aircraft". [dclx]**

Note, when I found this note, the word "ethnical" was being followed up by the reporters.

20 UFOs | White Sands, New Mexico: On March 2, 1967, two separate Radar installation triangulated four objects near White Sands Missile Range. Then 20 objects appeared! According to research performed by Mr. Francis Ridge and Dan Wilson a 'news blackout' was invoked by the military. Over Twenty-nine people reported the event observing silver and saucer-shaped objects. One article blamed radar chaff. This event was later in the El Paso Times. [dclxi]

UFO over Minute Man Launch Site | Minot AFB, North Dakota: On March 5, 1967, a metallic shaped craft descended over the Minuteman missile silos at Minot AFB, North Dakota. Craft tracked on radar hovered over missile site. Ray Fowler and Richard Hall report on this incident on the NICAP.org website. Base security teams noticed the UFO was moving slowly over the silo. As the jets were dispatched, the UFO suddenly disappeared. [dclxii]

Comment | Reading these UFO cases reminds me of the "prime directive" of the Star Ship enterprise – "not interfering with less advanced cultures." If you want to read more about this case go to the following address:

http://www.nicap.org/670305minot_dir.htm

UFO deactivated Minuteman Missiles | Malmstrom Air Force Base: On March 16, 1967, two separate missile sites 35 miles apart, were deactivated by UFOs hovering over the Malmstrom Air Force Base Minuteman sites. Fran Ridge and Brad Sparks describe these "shutdowns" by an unknown signal sent from the hovering craft. [dclxiii]

Contributing to the research of this UFO event was Robert Salas and Jim Klotz. If you have the chance to read any of the material of the shutdown of missile sites I would encourage you to read it. It is quite fascinating and scary at the time. This again happened at Malmstrom on March 30; another ten missiles shut down by a hovering object witnessed by guards. You can read more of this story at the following site;

http://www.nicap.org/670316malmstrom_dir.htm

UFOs near Athena Rocket | Blue Book | Near Clovis, New Mexico: August 25, 1967, multiple observers were watching missile re-entries of an Athena Rocket when spotters detected an unusual object. The object was seen 10 miles west of Clovis NM over the firing range. What appeared to be meteors re-entering the atmosphere where identified as various stages of the Athena rocket burning off fuel according to Navy Commander McBurney. However,

what threw the witnesses off was one unusual event, one object descended, stopped and then flew back into space.

The observers watched the objects for 14 minutes. According to the observer, this unusual round object was ¾ the size of the moon. It was whitish yellow in color. It was dimly outlined with a glow or halo behind it. No sound was heard but had a tail trailing the object that glowed and changed shapes. The UFO was heading northeast to southwest, descending at 45% then made a U-turn.

His report stated, “it made a turn and went back out into space, it did not cross the horizon”.

The observer affirmed he "could not see any protrusions, exhaust of vapor trail behind the object." His report stated the object he believed was at 35,000 feet then came to about 10,000 feet then went back out. His final words in his report were: “I do not know what it was, I have my own opinion, but it has not been proved”.

The Air Force considered the observer "reliable." The Air Force concluded the object was a possible "Hot Air Balloon" or missile re-entry. [dclxiv]

Comment | I am trying to understand how a missile or Balloon can make a "U-Turn" and head back out into space. This case should have been classified as "Unknown" or "Unidentified."

Conclusion

In this chapter, we learned many of the UFO sightings at missile launches never made it to the declassified files. Any photographs and radar evidence have been impounded in "Top Secret files" somewhere in the Baltimore, DC, Virginia area.

We also learned many of the report conclusions had been improperly labeled. Many of these should have been "Unknowns" or "Unidentified."

Chapter 21: Weapons Depots

UFOs are interested in monitoring our nuclear (atomic) weapons. Several books have been published on this subject. Author, Robert L. Hastings has written the best-known articles on the topic as well as a book *"UFOs and Nukes: Extraordinary Encounters at Nuclear Weapons Sites."*

Figure 71 - Frankford Arsenal (PA) - taken by Joseph Elliot | [dclxv]

As mentioned above UFOs visit Ammunition manufacturer plants as well as weapons storage depots. The Photograph above is the Frankford Arsenal north of Philadelphia. According to Wikipedia; "from the beginning, the Frankford Arsenal was involved in the design and manufacture of munitions. As military weapons became more complex, the Center's role expanded to cover the development of a whole range of the Army's more advanced weapon systems.

The Arsenal contained the world-famous Pitman-Dunn Laboratories along with many other R&D departments. Arsenal scientists and engineers designed and developed everything from basic materials to LASER guided ballistics, all produced entirely in-house from the concept phase to the fielding of the equipment."[dclxvi]

The following cases come from Project Blue Book.

The sphere at Wingate Ordnance Depot | Blue Book | Gallup, New Mexico: On June 16, 1949, at 7:50 pm, a post engineer with

the Wingate Ordnance Depot (at Gallup) observed a spheroid in orange shape object against the deep blue sky. The UFO was believed to be 50 miles away. The observation took place in 5 seconds. The observer did see some trail of white smoke with which persisted for 15 minutes and appeared to emanate from the object. A report was completed and sent to AMC by the fourth Army (DO #10). This event was stated to be an “Astro-event” or meteor. [dclxvii]

Disc at Army's Red River Arsenal | Blue Book | Texarkana, Texas: On June 27, 1950, at the Army's Red River Arsenal, Texarkana, Texas, on June 27th, a bright, glittering object was noticed by two men driving a Federal truck on Van Buren street.

The UFO appeared to be: “as large as an ordinary dishpan; 18 inches by 5 inches deep as the dishpan would appear at about 15 feet distance.”

The UFO was "flat on top and bottom and rounded on the sides, similar to two dishpans turned together." It moved, they said, "plenty fast." Both witnesses, according to military interrogators, were beyond reproach in regards to character and integrity and were employed by the Arsenal in supervisory capacities. [dclxviii]

A Dome shaped UFO over Armory | Blue Book | Norwalk, Connecticut: On January 22, 1952, at 5:30 pm, Mrs. Geraldine U. Cook was near the Connecticut Light and Power Gas Company (Norwalk) on Harbor Avenue and Chapel Street, when she noticed two lights were seen in the distance to the right of the new hospital.

Mrs. Cook advised that she had moved to keep the "thing" in view. Mrs. Cook stated that, she normally does not wear glasses, but that she happened to be wearing her "rest glasses" which she requires for "close work at Remington1 Rand." She stated that, at this juncture, she slid the glasses down her nose and peered over them, following the "thing" with her eyes. "It (the object) had fully come to a gradual stop." She then stated that she had seen nothing but the two (2) headlights.

The headlights were further described as great emitting brilliance, "Like searchlights, only there was no diffusion." She

added:

> **“The "ship" flew at a slow speed from just North 1 of Stevens Avenue, and then traveled across Stevens Avenue, and hung in mid-air over the Armory building."**

The informant stated "it's big----terribly big," and that she could see the "top of the ship" as it traveled across her path. She stated that she was only able to judge the height at approximately that of "four telegraph Posts" high. At this altitude she remarked:

> **“It's the most beautiful piece of mechanism I had ever seen.” She then continued by stating that it is "dome-shaped, perfectly smooth, flat on the bottom, perfectly round on top"; "it is the color of dull stainless steel.”**

Its height is that of a two (2) family house"; "as far as its circumference is concerned, it was about eighty (80) or ninety (90) feet wide."

Mrs. Cook stated she saw the "center of the top of the ship" as it traveled across her path, and that altogether, from the time she first sighted the ship, about eight (8) or nine (9) minutes elapsed. She said that she "watched for five (5) or six minutes" while she was stopped in the middle of the road.

From the "side view," Mrs. Cook stated there was a "beautiful band of white light.” The band of light was about ten (10) feet high from one end of the ship to the other and was horizontal and circumferential. The band was located about ten (10) feet above "the back of the ship, and above the band, there were about another twenty (20) feet to the top of the dome.”

Mrs. Cook stated that the band was transparent and that she could look at the machinery in the ship. The machinery was in the center of the ship, and "reached the very top of the dome." The interviewee stated;

“I would say that about six (6) men could walk shoulder-to-shoulder around the ship between the machinery in the center and the glass encasement on the outer Machinery.”

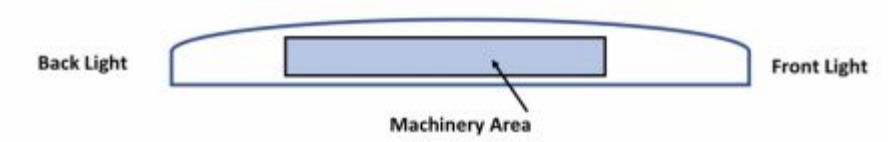


Figure 72 - Illustration of unusual dome shaped UFO in CT

The picture drawn in the Air Force File looks like an upside-down salad bowl, which was completely round on top and flat on the bottom. [dclxix]

Sphere 90-degree turn at Army's Red River Arsenal | Texarkana, Texas: In March (Early Spring) 1952 around 7:00 am near Nash an unusual UFO was reported. “This took place in the early spring of 1952. I was stationed at Red River Arsenal, which is located about 25 miles west of Texarkana, Texas. I lived off the base in Texarkana and rode back and forth with another person.”

“On this particular morning around 0700 (hours)we were on our way out to the Arsenal. We had just passed through Nash, Texas. I was looking ahead to the west.”

“It was a clear morning, and the sun hadn't come up yet. I saw something in the sky west of us maybe five miles away. It was coming toward us at a fast speed. At first, it looked like a plane on fire covered completely with flames. It kept coming at a very low altitude maybe 500 feet and kept growing in size. When it got closer, I knew it wasn't a plane on fire or anything as I have ever seen before. It was a huge ball covered with flames.”

“When it got close it looked like a ball about 100 feet in diameter with dozens of single fountains like flames spouting out its sides five or six feet. Each individual fountain of flame was of a solid color. The colors were yellow, orange, green, blue all mixed up and solid.”

“The strange thing about it was that the fountain of flame wasn't affected by the speed it was traveling. Also, the flame wasn't bent or

distorted in any way. You would think some invisible shield or force was surrounding the ball."

"To illustrate what it looked like take a Styrofoam ball of about eight inches and insert several dozen golf tees into it, they represent the fountains of flame, or if you have ever seen a porcupine balloon fish with its needles sticking straight out that will also give you an idea."

"Now when this ball passed overhead it didn't make any noise at all. Then it made a 90-degree turn to the north and took off like a bullet with a tail of flame trailing out the back end and was out of sight in a couple of seconds."

"It was seen by many people on their way to the Arsenal and was reported in the Texarkana newspapers. They said it was a meteor; I didn't believe till this day." [dclxx]

Edgewood Arsenal | Blue Book | Maryland: July 26, 1952, a post chaplain at Edgewood Arsenal, Maryland around 10:30 pm observed a flying object over Annapolis. The object was as a large ball of fire, traveling the speed of a jet aircraft. The UFO made no noise and did not maneuver. It then vanished into thin air. The office of special investigations took no action. [dclxxi]

Giant UFO hovers over Joliet Arsenal | Illinois: On March 1953 a UFO event occurred at the Joliet Arsenal that was a concern to Army Military police. According to a letter from a family member of the Army's military police the following event occurred:

> **"About 10:00 pm one night in March of this year [1953] there was an object moving in the sky above the arsenal which seemed to be a large aluminum disc. It hovered there for at least one hour."**

"The group of employees that I oversee were very nervous, and some became panic-stricken."

"I called headquarters and asked them if they knew what it was, and they told me to tell the employees it was just a weather vane or

balloon. That seemed to satisfy some of them, but the majority insisted it was a flying saucer."

"I think it was too, for when I arrived home at 1:00 am. It was in the sky over Lockport, and I watched it until 2:00 am. It disappeared in the east over Chicago (My home is just 30 miles southwest of Chicago)." [dclxxii]

Anniston Ordnance Depot | Blue Book | Bynum, Alabama: On January 7, 1959, around 8:00 pm soldiers at the Anniston Ordnance Depot witnessed a UFO.

According to the men when first seen the object was stationary and red in color. Then it moved up and down and flew in circles. The UFO was the size of a grapefruit at arms-length. As it departed to the south, it appeared silver in color. The men watched the object for over 7 minutes. The Air Force was unable to come to a conclusion for lack of data for evaluation, but also stated; "There is no reasonable explanation of these objects." [dclxxiii]

1200 Foot diameter Craft over Ordnance Factory, England: On February 8, 1960, according to the '*Flying Saucer Review*,' "Process workers at the Royal Ordnance Factory at Pembrey near Llanelly saw a mysterious disc in the sky on February 8. The sky was clear when the object was seen. Mr. Martin Walsh, 43, of Danybryn, Pembrey stated:

> **"It was the most astonishing thing I have ever seen," "I would say it was about 3,000 feet up and measured as much as 400 yards (1,200 feet across). The disc was spinning continuously. One moment it was gold, then it changed to white, and then back to gold again." "Dozens of other employees also saw it."**

A friend of Mr. Walsh's took a photograph of it. It shows a circle of white light silhouetted against the sky." [dclxxiv]

If you want to read an excellent article on UFOs at ICBM sites and nuclear Weapons Storage Areas go to NICAP.org at the

following address:

http://www.nicap.org/babylon/missile_incidents.htm

Chapter 22: Nuclear Facility Breach

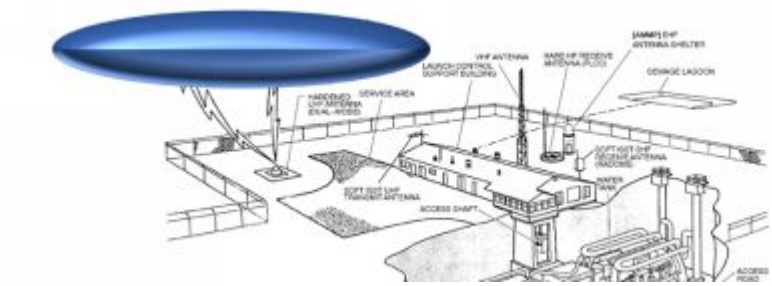


Figure 73 - UFO over Missile Control Complex, modified schematic by John Chace |[dclxxv]

In October 1950, The Atomic Energy Commission was so concerned about UFOs appearing near their facilities; they agreed to send out questionnaires to citizens who spotted them. In October 1950, the newsletter "*Oak Ridger*," shared; “the AEC intends to send 24 questions to those that have reported seeing a UFO near their plants.”

Some questions posed included; does the object have an "odor"? What were the apparent means of propulsion? [dclxxvi]

UFOs visit AEC installation | Los Alamos, New Mexico: From December 5 through 28th, 1948 UFOs appear over the Los Alamos, New Mexico Atomic Energy Commission installations. Authors Lawrence Fawcett & Barry Greenwood in their book, *"Clear Intent,"* reveal an FBI memo dated January 31, 1949, which reads:

> **“During the past two months, various sightings of unexplained phenomena have been reported in the vicinity of the A.E.C. Installation at Los Alamos, New Mexico, where these phenomena now appear to be concentrated.”**

During December 1948 on the 5th, 6th, 7th, 8th, 11th, 13th, 14th, 20th, and 28th, sightings of unexplained phenomena were made near Los Alamos by Special Agents of the Office of Special Investigations; Airline Pilots; Military Pilots; Los Alamos Security Inspectors; and private citizens.” [dclxxvii]

UFOs visit AEC installation | Blue Book | Los Alamos, New Mexico: On March 8, 1949, at 6:38 pm, Inspector Leonard Lang was sitting at his station (station 106) when he saw a UFO while glancing out his northwest window at Los Alamos.

Land said the "bright white object zipped by at 800 miles an hour at an altitude between 12,000 to 15,000 feet.

Once he saw this, he jumped to his feet ran outside and observed the object "go out or disappeared into the cloud cover."

The UFO was heading South to North. He also noted, the UFO was roughly parallel to the range of the mountains at the same height as the top of the peaks. Colonel Eustis L Poland prepared a report for the Commanding General at Air Material Command, Wright Patterson AFB.

A second observer, Mr. W.E. Patterson (Atomic Energy Security Inspector) saw the same or similar UFO at 6:35 pm from station 103 in Bayo Canyon. Patterson believed the UFO had a different shape when attempting to draw the flying craft.

The drawing in the file suggests an "oblong shaped craft as opposed to ball-shaped". Patterson also believed the UFO was at 6,000 feet. The Air Force interrogator shared the following notes in the file;

> **"This inspector was extremely startled by this object as the first impression was that it was a plane on fire and about to crash nearby." It had descended at a 45-degree angle."**

Then when his eyes adjusted the report states: "this inspector has the distinct impression of seeing a silver or aluminum colored body that resembled that part of the fuselage of a war-time German type plane from just behind the wing to just in front of the tail assembly." It also states the overall shape was like the drawing in the file and it appeared to be "flaming."

The outline of the object was distinct. In either of the observer's minds, this object was silent. The Card file indicates this event as an Astro Event (Meteor). [dclxxviii]

Sphere (Ball) Lights over Weapon Stockpiles | Blue Book | Fort Hood, Texas: On March 8, 1949, in the spring of 1949 that the U.S. manufactured enough bombs to have a "stockpile."

It is suggested that the "green fireballs" that appeared over Sandia in late 1948 bear a direct relationship to a sudden ramp-up of American nuclear weapon production. Also, later, in March 1949, when strange "flares" appeared around the "Q" area at Fort Hood, it is suggested that this interest by the UFOs was triggered by the recent arrival of the first shipment of atomic bombs which was stored as America's first nuclear bomb stockpile. [dclxxix]

Updated information on the Case 1:

On March 17, 1949, military authorities became concerned with strange lights appearing in the sky over Camp Hood, Texas. The real concern was the fact these lights would show up at the nuclear weapons depot. At the time the weapons area was known as "Q." Today, I have been told “Q” no longer exits.

Authorities were more than concerned because Camp Hood was more than just another Army camp. The lights showed extreme curiosity about that part of the camp ringed by guards, the so-called "Q" area. Indications are that the "Q" area was a nuclear weapons depot. The eyewitnesses stated the following information:

1. “Size of a basketball, white color, round shaped, and had a long tail”;
2. “Half dollar size, white to full violet, fast acceleration from standing start”;
3. “Brilliant light, 20 to 40 feet in diameter, very slow speed”;
4. “Pale yellow, smaller than the Moon, slow”;
5. “Size of a dime at arm’s length, incandescent white, round stationery”;
6. “Oblong, pale blue-white, faint pinkish trail”;
7. “Ball like a flash, pale blue-white”;

8. “Like the flashbulb, the size of a basketball, bright blue-white”;
9. “Roundish head with a trail, light colored head, orange trail”;
10. “Like a flash bulb, brilliant blue-white”;
11. “Orange, tear drop shape, dropped vertically”;
12. “A light started from a point on the horizon then arced upward and down to 15 degrees when it disappeared. It was a perfect arc. The observer ran ten paces toward a field telephone to report the light before it vanished.” [dclxxx]

Figure 74 - Illustration of "fireball" UFO with streaming tail

Updated information on the Case 2:

Another story shared that in one case a UFO approached Camp Hood in a "lazy manner," coming down out of the sky at a 45-degree angle.

To the observers, it appeared to be almost drifting as it eased itself earthward. “A government expert employed at Camp Hood looked up just in time to catch sight of the intense white light. He later told Lt. E. D. Hightower at Protective Force Headquarters his story.” The expert, a Mr. Patterson, said:

> **“I was extremely startled by this object as the first impression was that it was a plane on fire and about to crash nearby. As the eyes became adjusted to the distance, this Inspector had the distinct impression of seeing a silver or aluminum colored red body inside the flame or glow that resembled that part of the fuselage of a war-time German type plane from just behind the wing to just in front of the tail assembly.”**

According to the file: “Troops and tanks were poised around the "Q" area in preparation for a training exercise," but maneuvers

suddenly became a real event!

The Army report on the episode reads:

On the evening of 17 March 1949, eight moving 'lights' appeared in the atmosphere over or in the vicinity of the 'Q' area, AFSWP, Camp Hood, Texas.

“At the time of these sightings, the alert guard of the 2nd Armored Division, under the Assistant AC of S, G-2 of Camp Hood, was in the area concerned and prepared to fire flares and record instrument readings of elevation and azimuth.”

“The purpose was to check the powers of observation of observers who had previously reported the phenomena observed on 6-7-8 March 1949 and heretofore reported in Summary of Information, this headquarters, dated 17 March 1949.”

“However, before this operation could be begun, the series of 8 unusual 'lights' appeared. Coordinates were based on dual sightings of each light by sights on tanks of observers.”

“Captain McCullough, the Assistant G-2, personally observed three of the lights. Physical characteristics of these 'lights' were reported as 'quite different' from these reported-on March 6-7-8 March 1949.”

“One burst into a green cluster. One was reddish, another white. One observer described some of them as similar to Very Pistol flares. While this phenomenon was occurring, a security detachment from the 'Q' area arrived in the vicinity of the alert crew from the 2nd Armored Division.” [dclxxxi]

“Q” AREA

The Q area was located just west of Camp Hood. It had two underground atomic bomb plants. At these plants, personnel maintained and assembled nuclear weapons.

In the same area were 119 munitions storage areas built into bedrock and camouflaged with earth. These munitions storage areas

held bomb casings and components. Later an airstrip was added to transport the weapons to other bases. [dclxxxii]

Comment | With such a stock pile of nuclear weapons it is no wonder UFOs showed up continually over the “Q” area.

UFO over Plant | Blue Book | Hanford Plutonium plant | Washington State: On May 21, 1949, NICAP records reveal another UFO hovering over the Hanford Plutonium plant in Washington State.

An F-82 was scrambled from Moses Lake Air Force Base to intercept the UFO. The disc hovering over restricted airspace was a silvery, disc-shaped object. This very object was visually sighted by crew and personnel from the Hanford radar station and confirmed on radar by the operations crew of the 637th ADCC. As the jet was approaching the disc, it reportedly took off at a tremendous speed “faster than our planes."

When the object was first spotted, it was round, white or silver traveling northeasterly direction at speed greater than that of a jet fighter ay approximately 10,000 to 15,000 feet. By the time the interceptor got to the location, the UFO was gone.

The report confirmed by Dr. J. Allen Hynek mentions blue book labeled this event as an "aircraft," however, it was later revealed a second aircraft was in the vicinity. It was the blue book report that revealed the two objects (one of them "a plane") were considered separate events. As a coincidence, another sighting occurred at the same site on July 30, 1950, when F-94's were scrambled to intercept a similar object. The Air Force concluded both radar and visual was caused by seeing Aircraft. [dclxxxiii]

Comment | My question is, did anyone ever consider superman lobbed a hubcap in the air and that was spotted? I guess that would not work; I am not sure how long hubcaps can hover over Plutonium plants.

UFO over AEC Plant | Blue Book | Oak Ridge | Tennessee: The same month on November 29, 1950, UFOs were picked up on

Radar making numerous incursions over restricted airspace for a period of 2 to 3 hours at Oak Ridge, Tennessee.

From October 13 through December 18, 1950, the United States Army and FBI correspond in various communications indicating UFOs are infiltrating restricted airspace over the Oak Ridge Atomic Energy Commission Plant.

Witnesses on the ground and jet interceptors reported several incursions over the following dates:

- October 13th, 18th, 20th;
- November 10th;
- December 5th, 14th, 18th, 20th.

The sightings continue over the next few years, December 7, 1951, and June 21, 1952. The FBI and Military reports can be read at NICAP.org or retrieved from NICAP documents at CUFOS.org and U.S. Air Force Project Blue Book Reports. These reports describe the radar contacts with the objects, visual contacts, and interceptor F- 47 jet planes. [dclxxxiv]

Updated information on Oakridge

On November 5, 1950, a UFO was observed over Oakridge – this time "looking like a pear." The UFO continually changed shape. The object was light gray in color with a core that was much darker. The object appeared to be translucent.

The speed of the object seemed to be "rapid and darting." The object's core at times appeared to "elongate." A comment in the file says "very weird." Finally, the movement of the object did not correspond to the result of wind. The Air Force concluded this object was "unidentified." [dclxxxv]

Disc hovers over Plant | Blue Book | Hanford Plutonium plant | Washington State: On July 5, 1952, the Hanford Atomic

Plant in Washington State had another UFO event. Around 6:00 am four pilots in a C-46 reported a disc hovering over AEC plant.

A NICAP article points out “The four Conner Airlines pilots were interviewed by United Press when they landed in Denver, Colorado, and their story was put on the newswires that day.”

In the sighting, they described the object as "a perfectly round disc, white in color and almost transparent with small vapor trails off it like the tentacles of an octopus."

The ‘*Daily Boston Globe’* provided three of these pilots were former World War II veterans. Further, the article pointed out another statement by the pilots:

> **“The object seemed to back away from us and change shape. It was perfectly round and still at first. It became flat, gained speed and then disappeared quickly”.**

Finally, the pilot exclaimed: “I've never believed in them, but this wasn't a cloud formation or a weather instrument, it was an object that none of us had ever seen before." [dclxxxvi]

Egg-shaped UFO over AEC Installation | Blue Book | Los Alamos, New Mexico: On July 29, 1952, between 9:45 and 10:55 am over eight ground observers at the Los Alamos Atomic Energy Commission Installation, and Los Alamos Airport Tower witnessed an unidentified flying object. According to the observers;

1. “The observers watched the UFO for 3 minutes”;
2. “No sound was heard”;
3. “It appeared to fly faster than an F-86.”

Observing the object through binoculars, one witness stated the UFO made a direct turn. Sworn statements were given to the Air Force, and a report was provided to Wright Patterson and other bases. Nearby residents also saw the UFO shortly after those

mentioned above and reported what they had seen. Two people identified the shape as "egg-shaped."

One of these witnesses stated the UFO had wings and when it began to move the wings "disappeared." Three other witnesses believed the shape was more oblong with a white intensity in color. The onlookers agreed the UFO appeared to gyrate, a twist of having a turning motion as it moved. In closing, another sighting was spotted of a similar UFO after 2:00 pm the same day by another military person at the base. [dclxxxvii]

Comment | Egg-shaped crafts usually do not have any appendages. However, many UFO cases, describe small "fin-like wings" that suddenly emerge from the side of the Egg fuselage (e.g.; retractable winglets) when in rapid descent or making evasive maneuvers. It is not known if they use the fins as we use wings to bank their crafts or use them to execute extreme maneuvers.

UFO over Atomic Energy Plant | Blue Book | Savannah, GA: November 24, 1952 equipment operators at the AEC, Savannah River Operations in Augusta, Georgia observe a round red UFO. The AEC security division reported the event as being seen for thirty seconds. [dclxxxviii]

Updated information on Savannah

On May 10, 1952, four individuals reported seeing four discs shaped UFOs while working at the Dupont Savannah River Project across the river from Augusta, Georgia. The FBI interviewed the witnesses. Four of the discs approached the plant around 10:40 pm in a northerly direction.

Twenty minutes later, the same individual watched one more disc-shaped object coming from the north moving in a southerly direction.

Ten minutes after this; one more disc was heading from the south the north. The observers shared; “the discs could be seen with the naked eye and were yellow or gold in color.” Most of the discs were at a high altitude.

However, the last disc was so low it had to "pull up" to go over the water tanks in the immediate area. They also noticed the object appeared to "weave from left to right but seemed to hold general course."

The Air Force concluded this sighting was "unknown." [dclxxxix]

200-foot-long UFO over Atomic Energy Plant | Shippingport, Pennsylvania: On October 1, 1957, a large luminous 200-foot long ship appeared over the nuclear facility at Shippingport, Pennsylvania at 2,000 feet altitude.

According to NICAP.org, the UFO incident was recorded in a book and newspapers "*The Beaver County Times*."

"The witness a former councilman and a friend witnessed the sighting around 7:00 pm." The UFO was a luminous torpedo estimated to be 200 feet long."

"The top half was green-colored, and the bottom half was reddish-orange. A strip of yellow separated these two colors. The UFO was moving slowly, perhaps as slow as 15 miles per hour."

According to the facts, three witnesses also saw the craft. At one point the UFO made a U-turn over the plant. The *'Beaver County Times'* tells us; "the UFO was circling the atomic plant, traveling as slow as 15 miles an hour." According to researchers, the FBI and the Air Force investigated the event. [dcxc]

Comment | If the U.S. Air Force was involved in this sighting, there is no Project Blue Book file for this case.

UFO over Atomic Energy Plant | Lake Norman, North Carolina: This next case can be read at NICAP.org. In October 1965, Philip Parker was on an aerial photography mission and was flying with pilot H.T. Mayhew near the Perth Church Road Lake Norman crossing. Their plane was flying at about 1,000 feet as they circled the lake near the McGuire Nuclear Station when they noticed three "bright objects" to their right. Pilot Mayhew gave his plane full throttle, and they rose barely high enough to escape the UFOs, which were flying in formation 100 feet below them. Unnerved, as he

was Parker was able to take one photograph of the three circular UFOs above Lake Norman. [dcxci]

UFO over Atomic Energy Plant | Lake Norman, North Carolina: In 1968 during the late summer on Lake Norman, North Carolina a domed object came near the Atomic Energy Plant near AEC plant.

Around 2:00 am a married couple (names confidential on file) reported seeing a dome-topped UFO with "windows" and odd-colored lights (yellow, blue and red fixed together) flying near their Lake Norman home.

The UFO was about two to three car lengths wide and made a soft humming sound. A "metal rod" came from the bottom edge of the UFO, as it moved down nearby power lines, almost touching the wires as it followed the power lines. [dcxcii]

Note: I do not recall noticing a blackout during this event, however it does appear they are attempting to understand our modes of electrical delivery as well as the source of such energy.

NICAP.org has over 80 cases in its database of UFOs at Nuclear Installations. If you want to read more cases of UFOs at Nuclear Installations go to NICAP.org at the following address:

http://www.nicap.org/CATEGORIES/10-Nuclear_Connection_Cases/

Chapter 23: UFOs at Military Bases

Figure 75 - Entrance to Bolling Air Force Base, courtesy of Leonard J. DeFrancisci, note my family lived on the base in the 1970's. My father was stationed at the Base as a Chaplain (Colonel Chace).

UFOs appear at military bases all over the world. The information suggests the visitors are interested in our planes at airfields and the atomic weapons stored at these installations.

The U.S. government grows concerned with UFOs over AEC (Atomic) plants and atomic/nuclear stockpiles: On September 25, 1952, a highly classified report containing 1800 sightings reveal 20% of all UFO sightings were over Atomic Plants and secret military bases. The study included 19 highly classified locations were air intrusions occurred by objects of unknown origin. [dcxciii]

Comment | We have to ask another question: Why would the U.S. government state to the American public that "UFOs are not a threat," when in fact they were concerned with these objects hovering over our atomic stockpiles?

8 Discs | Blue Book | Birmingham, Alabama: On July 6, 1947, the Commanding Officer of the Air Base in Birmingham said; "it was the consensus of the citizens of Birmingham that "something was in the air" over the city that evening."

News clippings of civilian UFO reports and one made by a military observer were forwarded to the 14th Air Force Headquarters, ADC, at Orlando, Florida. Orlando.

The Continental Air Defense Command at Mitchel Field, New York, remarked that the 14th Air Force: "...has made no investigation of 'flying discs' reports because this is an isolated case."

The military witness had observed flying saucers over Birmingham at 11:45 pm traveling southeast. The saucers were two feet in diameter and were rushing along at about 500-600 mph. As soon as one disappeared, another came into view, until about eight in all had passed silently overhead. [dcxciv]

Updated information on the Case 1:

On July 6, 1947, at Birmingham, Alabama: Army Staff Sgt. Ira L. Livingston, was finishing supper at 8:45 pm when he was called outdoors by his neighbor, Mr. Herman H. Sockwell.

Once outside, he noticed his neighbors were watching a strange aerial display. Looking up, he was shocked to see a procession of round objects, glowing dimly, moving singly through the southern sky to the southeast. These objects traveled in what appeared to be an arc rather than a straight line.

As one object would disappear from view, another would come in sight from the same direction as the previous ones. Livingston counted from seven to ten of them as they appeared, at an elevation he estimated was about 45 degrees. He put their height at 2,000 feet, and their speed at 500 or 600 miles an hour.

As to description, Livingston said they appeared to be about two feet in diameter and were completely soundless.

In their account of the paper, Mr. and Mrs. Sockwell described the objects as "streaks of light flying very slow." Having heard radio broadcasts of flying saucers being seen over the city, Mrs. Sockwell had hurried outside to look for them. Followed by her husband, Mrs. Sockwell and at least five neighbors, including Sgt. Livingston gathered to watch the aerial procession. Mrs. Sockwell described having seen at least six of the discs flying "fairly low," and said they were "the size of a baseball," traveling in a "big curve from the southwest to the southeast." They came at intervals of one about every five seconds, she said.

Between 8:00 and 9:00 pm, hundreds of others in and around Birmingham reported to police stations and newspapers that they had seen numerous flying objects. Among others reporting the "procession" were high school students, Dan Smirl, who said the objects were seen one at a time, increasing in number, and seemed to "go over the mountain" to the south (Case 494).

A procession of numerous egg-shaped, fluorescent objects was seen flying "fairly low against the nearby mountain" for a period of more than half an hour by J. H. Chatham, a state mines inspector, and his neighbors, Mr. and Mrs. Charles Hockings (Case 495).

Saucer-like objects described as "about the size of an auto-tire" were seen by Mr. and Mrs. J. R. Martin and Mr. and Mrs. Frank Arnold, from the Arnold home during the evening (Case 496). Miss Connie Murdock, said she saw nine luminous objects "like globs of light moving around in the sky" (Case 497).

Numerous other reports of sightings were printed in the local papers, yet the Air Force file on Livingston's sighting does not indicate the widespread nature of the phenomenon reported, or that many witnesses had independently corroborated it. The official Air Force explanation for Livingston's sighting is "fireworks." [dcxcv]

Updated information on the Case 2:

On July 7, 1947 (AL) Mr. Gene Plumstead, the program director for Radio Station WSGN, as well as several others, reported seeing discs flying low over the suburban lake area around Birmingham. A telegraph operator editor of the '*Age-Herald'* also called to report seeing the discs.

Another man told an AP reporter he had seen the discs several weeks ago and was "ashamed" to tell his wife. [dcxcvi]

Flying Disc | Blue Book | White Sands, New Mexico: On July 7, 1947, *'The Evening Star'*, Washington D.C. published an article with the headline *"Saucer Seen by Rocket Expert; Flight Over Desert Described*," the subtitle was *"D.C. Navy Research Worker Says Flying Disc Was Unlike Any Guided Missile He Has Seen*".

This follows an event that took place on June 29, 1947, where three passengers in a car traveling to the White Sands proving ground spotted a uniform craft. In another newspaper clipping on July 8, 1947, the title reads "*Missile Expert Reveals Seeing 'Flying Saucer' Naval Lab Expert Tells of Seeing Craft*." William J wrote the article, Brady and speaks to the fact that – "A Naval Research Laboratory guided missiles expert yesterday described a "flying saucer" he and two fellow scientists had observed June 29 (1947) near White Sands, New Mexico, but admitted his unofficial report to Army Officers drew only fishy-eyed stars".

This same newspaper article states the reaction of two people witnessing the event. Dr. C. J. Zohn... was in New Mexico to observe a V-2 launching test for the Navy.

Four days before the test, he and Curtis Rockwood, also attached to the research laboratory, and John R. Kauke, stationed at the White Sands testing area, was driving a short distance from the launch site. Kauke suddenly spotted a glare in the sky, Mr. Zohn said; "We all looked up and saw a silvery disc whirling through the unclouded sky."

In this '*Evening Star'* magazine, Dr. Zohn stated he had gone to New Mexico for a V-2 test, and he emphasized that he saw a "flying saucer" four days before the test and that it had nothing to do with any Navy experiments. [dcxcvii]

UFO at Rocket Launch | Blue Book | White Sands, New Mexico: On July 18, 1947, an interview was conducted at the request of a Lt Colonel, by William Mellen, Major Air Corps of one of the persons witnessing the sighting (of June 29th) on the way to a V-2 rocket launch at White Sands. The characteristics of the sighting were as follows:

1. three people were present in the car that witnessed the craft;
2. The craft was at an estimated level of 8,000 to 10,000 feet;
3. the craft was moving horizontally;

4. its shape was uniform;
5. there was no protuberance (wings);
6. the object had some solar reflection which seemed to change in intensity as the object receded until it was lost from sight;
7. They watched the craft for 30 seconds.

This report was written on Naval Research Lab letterhead, which located next to Bolling Air Force Base now home to the Defense Intelligence Agency (DIA). [dcxcviii]

4 Flying Discs | Blue Book | Hicham Air Field, Hawaii: On October 18, 1948, a family of three including the father, mother and eight-year-old daughter witnessed four (4) flying discs traveling at approximately 10,000 feet above Hickam Air Field, Hawaii.

The observer, a Major in the United States Air Force, heard no sound, did not observe any means of propulsion and believed these four suspects were "nonconventional disc-shaped crafts."

The observer had been laying on his back in his yard enjoying the day. While looking upward, these objects appeared. This visual sighting was then reported to the project team. The very next day representatives were dispatched to the Majors home to see for themselves if they could observe the same phenomenon.

Comment | To their credit, the witnesses scanned the skies with binoculars and mentioned they saw no planes or discs. I have to wonder if it came to the investigator's attention that the object "left the scene" the day before because they had other things to do. I say this because it is amusing to me, investigators assume these ships "are always present."

This is a common theme I note in my research. In my own experiences with watching these ships, they rarely come back to the same spot or location. It’s probably because they have better things to do that appear as a hanging picture on a wall. [dcxcix]

Mass Sighting | Blue Book | Walker Air Force Base, New Mexico: January 30, 1949, at Walker AFB, around 5:54 pm over 100

people, mainly military personnel witnessed a fireball while waiting for a Post Theater (e.g., Movie theatre) to open. The witnesses were guards, special agents, pilots, control tower men and oil well workers in the area. After many interviews, it appeared that thousands of people witnessed this object traverse the sky from New Mexico through Texas. There was no sound associated with the visual object. In a letter in the file by Dr. Lincoln LaPaz, points out that no fragments to date were recovered from the object, as it did not appear to fall to earth. [dcc]

UFO | Blue Book | Kirtland Air Force Base, Sandia, New Mexico: March 10, 1949, between 10:00 and 10:15 pm Cpl Paul James Hutchinson of M.P. Company observed a UFO near Albuquerque. The observer was near the ordnance area road where it intersects with the Kirtland Field perimeter fence.

The object was spherical in shape, yellow in color and two times the size of an automobile headlight. No sound or exhaust was noted. It was traveling at 200 mph and continued on a horizontal path. A report prepared by Colonel Eustis L. Poland was sent to Commanding General, Air Material Command at Wright Patterson on March 25, 1949. [dcci]

Navy follows 100-foot diameter disc | Blue Book | White Sands, New Mexico: On April 25, 1949, Navy Personnel reported another flying disk event. The initial story behind this discussion comes from an Article published in '*True*' Magazine in 1950.

Commander Robert B. McLaughlin, USN had been stationed at White Sands. As the article portrays, both Navy Men and Scientists had released a balloon and followed it through a theodolite telescope. They then observed an unusual craft near the balloon. The characteristics of this sighting were:

1. The object was elliptical;
2. it was estimated at 105 feet in diameter;
3. it was flying at an altitude of 56 miles;

4. the speed was approximately 5 miles per second;
5. during its flight it swerved abruptly upward, suggesting G-forces of 20 or more;
6. it was in view for 60 seconds;
7. the color was flat white;
8. it left no exhaust trail and no evidence of propulsion;
9. it had no sound;
10. it moved against the direction of the wind. [dccii]

Comment | As an ordinary citizen one may ask "what was it?". We know it could not be a balloon as the scientists were already watching the balloon. We know it was not weather phenomena as that was already discounted.

We know it was not a planet or star as these objects move slowly with the azimuths of the earth. They also do not tend Bob up and down and display significant G-forces. So, what did these scientists see that day?

25-foot diameter discs | Blue Book | Davis-Monthan Air Force Base, Arizona: On May 9, 1949, a UFO event took place at Davis-Monthan AFB in Arizona. Around 2:30 pm a sergeant (flight engineer) with the 43rd Bomb Squadron from the Davis- Monthan AFB sighted two objects in the air at 10,000 feet.

The objects were round and flat with the diameter of 25 feet with a 1-foot thickness. The UFOs speeds were estimated to be 750 to 1,000 mph. The report was written up at Kirtland; however, the sighting was at Tucson, Arizona.

The objects were silent, and there was no propulsion. When the UFOs banked in any direction, light would reflect off the bodies of the crafts. There were no fins or stabilizers, no ducts or slots noticed on the exterior of the objects. The UFOs were only 50 feet apart while flying Southwest to Northeast. The UFOs banked once to the north with an abrupt left bank, traveled one mile then abruptly banked to the Northeast and faded from view. The Air Force called this status of the report "Pending." [dcciii]

The 100-foot dish-shaped UFO | Blue Book | Holloman Air Force Base, New Mexico: On October 11, 1949, at around 10:45 and 11:00 am, Sergeant Ralph M. Stevens observed a 100-foot-long white or silver round, aluminum ball-shaped UFO at Alamogordo, New Mexico, Holloman Air Force Base.

This mystery object was a round, dish-shaped and white. While flying very high, above 150,000 feet in altitude, the object was the size of a B-29. It was flying Northwest to Southwest on a straight course.

Balloons were ruled out, as it was traveling against the prevailing winds and faster than upper trade winds would carry it. Another Observer, Sergeant Marion H. Graves tracking an observation balloon with a theodolite, noted something crossed his field of vision with such speed it caused a streak. [dcciv]

NOTE: A B-29 is 99 feet long, and therefore the disc would have been a large craft.

UFO | Blue Book | Holloman Air Force Base, New Mexico: On October 12, 1949, at 11:15 am Sergeant Clifford H. Hart working on a B-29 noted a round white object streak across the sky at a 35,000-foot altitude. He observed the object for 45 seconds until it disappeared.

He called two others over to see it, however; it traveled so fast, that they were unable to observe the object before disappearing. Sergeant Denning mentioned it moved too fast for a balloon and looked like it was made out of aluminum. The UFO did not have a tail or wings.

He believed it was at 8,000 to 10,000 feet. The reports state the UFO was heading for Roswell, New Mexico. The Air Force checked with the Electronic and Atmospheric Section at Holloman AFB. The Weather Station at Holloman and White Sands Proving Ground and Technical Division revealed no testing devices were sent aloft during the time of the sighting. [dccv]

Sphere UFO | Blue Book | Holloman Air Force, New Mexico: Two days later, on October 14, 1949, at around 11:15 other

witnesses shared a sphere-shaped UFO appeared at Alamogordo, New Mexico, Holloman Air Force Base. The UFO was white and silver in color, round in shape and looked like a flying aluminum ball. This object was spotted and reported by a military base observer. [dccvi]

UFO was seen | Blue Book | Holloman Air Force Base, New Mexico: Three months later, on January 7, 1950, at 10:15 pm Assistant Motor Maintenance Officer, Captain Robert H.R. Risley (Air Force) witnessed a UFO at Holloman.

While driving in his automobile, Risley happened to look up and see a ball-shaped blue, green colored device flying through the sky. At arm's length he admitted, the object as the size of a 6-inch cup. When first seen the UFO was yellowish and white in color. As it moved, it turned more orange in color. Finally, as it leveled out in flight, it changed to a blue-green.

The object was described, as a light, which descended like a jet, then appeared to slow down as it "leveled off" and traveled behind the mountains. The object made no sound. It was thought the tail of fire could be some mode of propulsion. [dccvii]

Police report UFO | Blue Book | Kirtland Air Force Base, Sandia, New Mexico: On February 15, 1950, military police witness a UFO event at Kirtland Air Force Base, Sandia, New Mexico. Military police officers reported seeing a round object around 1530 hours near a military technical area, Sandia Base, New Mexico (Kirtland Air Force Base). Project blue book classified this sighting as "a meteor," though when you study the characteristics, you might form a different opinion. The object:

1. "Appeared round";
2. "Appeared like a shooting star";
3. "Had a faint trailing edge";
4. "Was falling toward the earth";
5. "Was observed for 30 seconds";
6. "The color was red and green";

7. “Was traveling from Northwest to West”.

A UFO report was made and then sent onto Wright Patterson Air Force Base. [dccviii]

Comment | Was this a meteor? It is very possible this was a meteor, but one has to ask, why would a meteor appear near a technical area of an atomic installation?

UFO with blue flame | Blue Book | Honolulu, Hawaii: March 22, 1950, three firemen along with a few policeman and bystanders witnessed a flying blue flame over Honolulu, Hawaii. Local papers state this is an "unidentified flying object having a green – bluish flame." Hickam Air Force Base confirmed a similar sighting at 2316 hours. One witness quoted in the Home edition of the ‘*Honolulu Advertiser’* (March 24, 1950) that it had the following characteristics:

1. “shaped like a "cigar";
2. “fairly large”:
3. “showing a bluish light”;
4. “it scooted around for a while, then took off.”

The officers and firemen watching this event stated they had never seen an object like this before, some of the characteristics were:

1. “it seemed to pause for a moment”;
2. “then darted toward Waikiki at a terrific rate of speed”;
3. “it traveled in a straight line (did not lose altitude)”;
4. “appeared to have the same green like a traffic light.”

Other reports of citizens sent in descriptions stating it disappeared "went out." Some people saw sparks, and one person heard a noise as it disappeared. This does not seem to be a Myth to me or Mass Hysteria, but you be the judge. If that's not enough, it was reported that just a year earlier on January Captain Paul Storey

witnessed and reported a disc that was oscillating, approached the base, hovered, then sped away. [dccix]

UFO buzzes Hamilton Air Force Base | Blue Book | California: This next case comes from Project Blue Book. However, all the contents are missing except a few articles from the '*Dayton Journal Herald'* newspaper.

On June 21, 1950, three Air Force observers in the traffic control tower at Hamilton Field watched in amazement as a flying disc made three to five passes over the air base. The observers said the UFO, emitting a clap of thunder like a roar, buzzed the field at an altitude of 2,000 to 5,000 feet.

The control operators said they followed the disc with binoculars and estimated its speed between 1,000 and 1,500 miles per hour.

Cpl, Roger Pryor, control tower operator first spotted the object as it sped across the beacon. At first, he thought it was a falling star, but he changed his mind when the object held its altitude, turned and made another pass over the air base.

S/Sgt. Ellis Lorimer and Sgt. Virgil Cappuro, both tower operators, saw the disc in the clear early morning sky. They said the object trailed blue flame behind it like an acetylene torch. High ranking Air Force officers at the base had no comment although a Fourth Air Force intelligence officer questioned the men. The article then states: "Air Force headquarters in Washington has steadfastly denied, after a long investigation that flying discs exist."

The Air Force could not come to a conclusion based on "insufficient evidence." [dccx]

Comment | Why would this case be missing from the blue book files? Perhaps to keep it classified!

UFO | Blue Book | Hickam Air Force Base, Hawaii: On December 24, 1950 – several witnesses, including a Military police officer witness an unconventional craft flying parallel to the ground over Hickam Air Base at 2232 hours. The object traveling at an estimated 6,000 feet was fluorescent in color and circular in shape. [dccxi]

Comment | No U.S. Jet looks like that!

230 to 340 feet flying wing shaped craft | Blue Book | Kirtland Air Force Base: On August 21 or 25, 1951 several civilian witnesses including Mr. and Mrs. H.R. Young reported an unusual object over Albuquerque at 10:58 pm.

It would be a security guard and his wife who would report that at 10:38 pm a flying wing approached and flew over their backyard and trailer at 800 to 1,000 feet in altitude. To the observer, it appeared to have an appearance of the B-49 (the Northern Fly Wing Bomber), but have the wingspan of one times to one and a half times that of the Convair B-36 (see below).

The craft was chevron shaped flying wing design. For comparative purposes, the Convair B-36 wingspan is 230 feet. If this device was as wide as what the observer thought, we are talking about a craft that is larger than a football stadium. There was no fuselage seen however the flying wing had dark stripes on the underside leading to the trailing edge. The wings appeared "swept back." Six to eight soft lights were visible on the trailing edge of the wings. The lights were round, not trailing as in jet aircraft exhausts seen at night.

Figure 76 - The Flying Wing YB49-2 300, courtesy of the U.S. Air Force, [dccxii]

The lights were grouped in twos with a larger distance between the pairs than between each one in a pair. No red or green lights were visible. As the object moved south, the lights were not visible. The lights made the black stripe along the wing visible. No propulsion sound was noted as it made no noise. The speed of the

craft was that of 300 to 400 mph at 800 to 1,000 feet in altitude. Of the two witnesses, the husband was a security guard at Sandia Base and was considered "reliable" according to the Air Force Report.

According to the Air Force, the object was not detected on Radar at Kirtland. The report was found on an "Incoming Classified Message" dated August 31, 1951, to the CS USAF (Attn: AFOIN V/C) Washington, D.C.

The formal report states: "This observation of an assumed unconventional aircraft might be considered significant but for the fact that its sighting can be substantiated by only two witnesses and no other evidence." It was also revealed the witness held a "Q" clearance.

No unfamiliar aircraft or objects were reported to the tower. In the observer's "wife" own words, she states the "aircraft was low enough for the neon and car lights of East Central Avenue to be reflected from it." The other thing that impressed the observer was "there was no audible sound from motors or jets. The aircraft made no noise that I could hear." This certified copy of her testimony was given to a Captain and Major James E. Callaway, USAF.

The Male observer stated it appeared to be shaped like a "spread V with wings sloping back at an angle of about 15 degrees." The lights according to him were located in pairs not less than six on each side of the center. Each pair were of lights were separated by about eight times the distance between the lights of one pair. His sworn testimony was also provided to the Air Force. The reports were sent to the Chief of Staff, USAF, Washington with the statement "Investigation of Commercial Air Carriers and Base Operations failed to reveal any aircraft in the vicinity at the time of observation." The wife observer made a drawing of the craft. [dccxiii]

Comment | The B-36 has a wingspan of 230 feet. If this object had a wingspan of 1 to 1and ½ the length of the B-36, it would place the wingspan at 230 feet to 345 feet in length. The above YB-49 had a wingspan of 172 feet and length of 53 feet.

Air Force UFO Expert

A few weeks later on July 22, 1952, the '*Washington Daily News'* shared; "The Air Force's top field expert in "Flying saucers" was called to Washington to investigate reports that 7 to 10 "unidentified aerial objects" were tracked by radar over Andrews Air Force Base early Sunday." The article pointed out what we know today:

1. the object was tracked on radar at National Airport;
2. Two Capital Airline pilots from two different flights spotted the objects; one Captain watched them for twelve minutes, the other Captain mentioned one of the objects followed their plane;
3. a Marine pilot on another mission mentioned; "they were similar to brilliant falling stars without tails." He watched these objects power dive, then come to a complete stop and hover. [dccxiv]

Secret Report on UFOs

On September 25, 1952, author, Robert Allen, shared; "according to a secret report prepared by noted scientists and Air Force experts, some of the mysterious flying objects are genuine and that they originate from sources outside of this planet."

"One of the most critical points stresses in the report is the fact that the most authoritative and detailed sightings came from atomic plants and military bases and research centers."

In Arizona, the bases most visited by UFOs were: 1) Williams AFB, 2) Davis Monthan AFB and 3) Luke AFB. "Experts performed the study at Air Technology Intelligence Center at Wright Patterson Air Force Base in Dayton, Ohio." [dccxv]

Two 162-foot diameter discs | Blue Book | Kirtland Air Force Base, New Mexico: On May 10, 1952, Air Force Colonel Bechtol (a member of the 34th Air Division) and his wife observed two silver disc-shaped objects at Kirtland.

They were in their front yard watching planes land at Kirtland Air Force Base when Mrs. Bechtol pointed the object out to her husband. The object appeared to be 20,000 feet in altitude. After this object passed, 10 minutes later an identical object was observed traveling in the same direction but much higher.

An Air Intelligence report on Unconventional Aircraft Report was submitted to the Commanding General of Air Material Command, Wright Patterson Air Force Base. According to the observers, the object was circular, the size of a B-36 at very high altitude (e.g., 162 feet long).

The witnesses mentioned the two discs were seen 15 minutes apart. As they traveled, they could see the UFOs were silver in color and would flop over and over (tumbled or flipped). The first object did not appear as high as the first UFO. Both UFOs made no sound came from the southwest and disappeared to the northeast.

The report states Colonel Bechtol ran to the flight tower to contact the controller of the 135th to see if they had the object on Radar. The Colonel was told the UFOs were not on Radar. However, two F-86's, flying at 35,000 feet did make visual contact of the second disc; but was flying much higher in altitude. [dccxvi]

Three WAF officers see UFO | Blue Book | Kirtland Air Force Base, New Mexico: On July 28, 1952, at 1:10 pm three female WAF Squadron witnesses (from the 17th) observed a bright object directly over Kirtland AFB between 30,000 and 40,000 feet in altitude.

The UFO remained hovering and bobbing back and forth for seven to eight minutes. It then descended very rapidly; ceased descending, then began to gain altitude as it headed southeast. The object then disappeared.

The UFO was cigar-shaped, then appeared to be "V or Y" shaped. The color was luminous bright metallic silver. A drawing in the file indicates the object was the size of a Lockheed constellation about 20 miles away. Small lights underneath the object appeared to be reflected light from within or on the craft. The drawing indicates they witnessed a "glowing orb."

The three witnesses immediately contacted the Command Controller at the 34th Air Division and signed sworn statements for the Air Force record. There was no exhaust or propulsion seen nor sound affiliated with this device. The Air Force stated all three WAF reliability was considered "good." There was no classification given in this encounter according to the notes in the file. [dccxvii]

3 UFOs in “V” formation | Blue Book | Kirtland Air Force Base, New Mexico: Three Translucent objects over Kirtland: August 3, 1952, at 10:00 pm, three oblong translucent objects in an inverted "V" formation were spotted over Kirtland AFB. The observation took place over nine minutes. The observers agreed the UFO showed no signs of exhaust, sound or propulsion. The only thing that seemed odd to them was that the UFO was "plate" shaped and appeared to "tumble." The spotter was an engineer for the CAAINSAC Station. The Air Force classified this as "insufficient data for evaluation." [dccxviii]

Two UFOs | Blue Book | Davison Army Air Field, Virginia: On December 16, 1953, at 5:30 am five members of the 515th engineer pipeline company assigned to Fort Belvoir, Virginia observed two "unidentified luminous airborne objects." The first object was seen at 400 to 600 feet in altitude was heading in a west-southwest direction. The second object "slightly smaller" appeared at 5:45 am. Both objects were bright white and changed colors at irregular intervals. The colors were described as red, blue and green. The red color was stated to be noticeable, as the objects appeared to approach the witnesses. The first object appeared over Davison Army Air Field and the second was to the right of the first object. Both objects appeared to approach then move away from the observers. The movements were said to be "Jerky." [dccxix]

Disc Lands at Dry Lake Bed | Edwards Air Force Base: On May 3, 1957,

Gordon Cooper was test flying the X15 at the dry lakebed near Edwards Air Force Base. Upon landing the X15, a small disc-shaped

UFO touched down 50 yards (e.g.150 feet) from photographers and motion picture equipment that had captured the landing of the X-15 and the UFO.

It was Gordon's camera crew who spotted the saucer descent and landing. The object put down it's landing gears. As the men approached the craft, it pulled up its landing gears and left quickly. Though Gordon Cooper submitted the movie and photographs to the military via courier, he was able to review the picture frames before sending them off. What upset Gordon Cooper was after getting this information and evidence to Washington he never heard back. Cooper's cameraman on the UFO said;

> **"It didn't make any noise at all, sir"..."They told me they had just about finished their work when the saucer flew over them, hovered above the ground, extended three landing gear, then set down about fifty yards away."**

"They described the saucer as metallic silver in color and shaped somewhat like an inverted plate." "Strangely, there was no word from Washington, and no inquiry was launched." [dccxx]

NOTE 1: I found another reference to this event in Dr. Greer's book: *"Hidden Truth, Forbidden Knowledge*," on Page 124, The future William Cohen Secretary of Defense for President William Clinton was unable to find anything on this event from various agencies. Again, this points to the fact, as we learn later the best cases and their pictures are stored at another source. As already indicated, the reason the Secretary of Defense and President Clinton were not able to access these photographs was because of the "Top Secret" classification even after a 56-year period since the photographs were taken.

Holloman AirSpace Intrusion

UFO stops car engines | Blue Book | White Sands, New Mexico: November 4, 1957 – A large "brilliant colored egg-shaped

object" stalled the engines of 13 or 18 cars near Holloman Air Force Base and White Sands Proving Ground, New Mexico.

The same described object was spotted hovering over bunkers used in the atomic bomb tests. The UFO made no sound, had no vapor trail and was brilliant as the sun. One military patrol over the weekend mentioned it appeared to be 200 feet long and 75 feet in diameter. What is interesting about this, is also the fact two FAA (then CAA) officials tracked an elongated object on radar and by sight over Kirtland Air Force Base around 10:45 pm. [dccxxi]

Updated information on Kirtland Weapons Storage 1:

Francis Ridge of NICAP informs us; that on November 4, 1957, an Egg-shaped object hovered over Kirtland AFB, New Mexico.

In a nutshell, the luminescent egg, the size of an automobile appeared at an altitude of 100 feet off the ground. It crossed the runways, taxiways and unpaved areas and went towards the control tower. According to the reports it appeared to be standing on its nose, had no wings, no tail, no fuselage and was elongated vertically. This object was captured on Radar and by visual contact. [dccxxii]

Again, Francis Ridge on the NICAP site has extensive information about this sighting. I would read the evidence he presents. More on the above case can be read at NICAP.org. Go to the following sites:

http://www.nicap.org/kirtland57dir.htm
http://www.nicap.org/ncp/ncp-kirtland57.htm

Updated information on Kirtland Weapons Storage 2:

On November 4, 1957, Military Police at The White Sands Proving ground had another sighting near the bunkers used for the first atomic bomb explosion. The appearance of this object happened twice during the day seven hours apart from the first sighting. Characteristics of this sighting were the following. The UFO;

1. “was huge, oval-shaped”;
2. “was described as bright as the sun”;
3. “hovered near the bunkers where the first atomic bomb explosions took place”;
4. “hovered 50 yards above the bunkers”;
5. “became very bright, then fell in an angle to the ground and went out.”

According to the records, no evidence was found of the objects visit. [dccxxiii]

UFOs descend into Kirtland Air Force Base
Dr. James E McDonald

UFO descends | Kirtland Air Force Base, New Mexico: On the same evening November 4, 1957, between 10:45 and 11:04 pm two former CAA (now FAA) officials observed a UFO from the Kirtland Control Tower as it approached the base, hovered and left the area.

The story goes as follows: a well-lit object came down steeply at the east end of runway 26, crossed the runways, taxiways and unpaved areas. The UFO was at 100 feet in altitude and proceeded towards the control tower. The observers used binoculars and noted the object was egg-shaped, had no wings, no tail or fuselage. According to the observers, the object appeared to be fifteen (15) to twelve (12) tall as if standing on its nose.

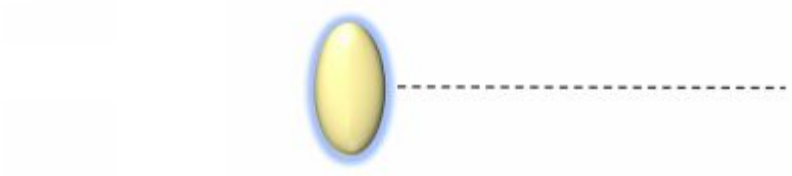


Figure 77 - Illustration of Egg-shaped UFO, traveling upright "on end"

The object had a single white light at its base. When the UFO got to within 3,000 feet of the tower, it stopped and hovered for one minute. The object then climbed at a rapid rate of speed until it disappeared into the overcast sky. The two witnesses then contacted

CAA Radar Approach Control (RAPCON) to see if they could detect a fast target to the east. [dccxxiv]

The Condon Committee, reading the Air Force notes ruled this to be a small private plane that attempted to land in the rain, then realized it made an error and departed.

The Report also stated the Radar return blip "showed no characteristics that would have been beyond the capabilities of the more powerful private aircraft available aircraft available at the time." The Condon Report stated: "There seems to be no reason to doubt the accuracy of this analysis."

However, it was our very own scientist - Dr. James E. McDonald who discovered the two CAA officials had not been contacted by the Condon Committee to verify the initial Air Force report to determine its accuracy.

Dr. McDonald located the two officials who witnessed the actual event and conducted five separate phone interviews.

The following is what was found when Dr. McDonald talked with Controllers R.M. Kaser and, E.G., Brink. The observers stated;

> **"The object was so unlike an aircraft and exhibited performance characteristics so unlike those of any aircraft flying then or now that the "private aircraft" explanation was quite amusing."**

In Dr. McDonald's paper, he noted the two CAA controller witnesses had never heard the Air Force or Condon Committee explanations or conclusions. The Characteristics of this sighting are as follows:

1. “The object came down in a rather steep dive at the end of Runway 26, left of the flight line, crossed the runways, taxiways and unpaved areas at a 30-degree angle and proceeded to towards the CAA tower at an altitude of tens of feet above the ground”;

2. “The observers used 7X binoculars to establish it had no wings, tail or fuselage, was elongated in the vertical dimension and exhibited a somewhat egg-shaped form (Kaser)”;
3. “The object was 15 to 20 feet in vertical dimension, about the size of an automobile on end, and had a single white light on the end”;
4. Both men stressed to "Dr. McDonald" - "it in no way resembled an aircraft";
5. “It came toward them until it reached the B-58 service pad near Area D (Drumhead Area, a restricted area), 3,000 feet from the tower near an old machine gun calibration bunker.”
6. “The object continued to move, then climbed at an extremely rapid rate – "Mach 1"(which Kaser said was far faster than that of such modern jets as the T-38). JC Note the T-38 was made by Northrop and had a top speed of 858 mph; General Electric made the engines. The B-58 mentioned above had a top speed of Mach 2.”

Different from the Condon report was the fact; the observers saw the whole event. The Condon report stated a building blocked the observer's view. It was confirmed from Dr. McDonald there was no building only a chain link fence as confirmed from the initial Air Force report and the Observers own memories.

Radar tracked the unknown object as it moved easterly when the alert call came from the tower. The UFO then turned south at a high rate of speed. It orbited the Albuquerque Low-Frequency Range Station for some minutes then took up a trail position a half-mile behind an Air Force C-46. It followed the C-46 until it was off the scope. [dccxxv]

Comment | Why would Condon fabricate changes to the original Air Force reports by adding a building that would block the observer's view? Why would the Condon committee not seek and interrogate the actual CAA observers (when paid nearly half a million dollars in Taxpayer money to conduct such study)? Why would the Condon Committee indicate to Congress and to the Air Force this

object was an aircraft, when evidence proved, no plane was present? This egg-shaped object was something else!

Orange bell-shaped UFO | Edwards Air Force Base, California: The next case is not in project blue book, but brought to us from the '*UFO Investigator*.' In November 1957, a UFO sighting took place at Edwards AFB and leaked to the press.

At about 7:30 pm six Air Force MP's in three widely separated areas reported seeing an orange bell-shaped object move over the secret test center.

The MPs estimated the UFO was flying at an altitude of 200 feet. The story leaked out when Edwards AFB officers called county sheriff substations at Lancaster and Palmdale and asked them to watch for the UFO. Colonel Dean Hess said he had sent the report to the Air Defense Command. "We don't question the integrity of the observers," he told the '*Los Angeles Times*.' [dccxxvi]

300-foot long Cigar | Blue Book | Holloman Air Force Base, New Mexico: On March 6, 1958, around 10:00 pm the Chief of Propellants at Holloman saw what appeared to be a spherical, brilliant white object the size of a baseball at arm's length, moving downwind. The UFO then disappeared behind the clouds.

The Air Force did not come to a conclusion but suggested a possible balloon although the Air Force and local weather channels confirmed no balloons were in the area or launched at the time of the sighting. The Airdrome Officer reported the sighting to the Tower Operators attention. The observer watched the object for 35 minutes with Binoculars. [dccxxvii]

160-foot cylindrical UFO | Blue Book | Cannon Air Force Base, New Mexico: On January 8, 1959, around dusk, a captain with the 42nd bomb squadron, 11th bomb wing (Cannon AFB) noted an elongated, cylindrical white object with a sharp nose.

The observer states the object was so white it appeared painted white and was larger than the fuselage of a B-52 aircraft at the same

distance. A B-52 was approximately 159 feet long and had a wingspan of 185 feet.

The observer was scanning the skies when he saw a B-52 much lower than this object in the sky. The UFO moved in a “flat trajectory” from north to south. Balloons and Planes were ruled out as a result of the UFOs speed of movement. It was also noted the lack of reliable information of earth-satellites prohibited exploitation of the hypothesis. Further comment made was the possibility of the UFO being a missile type satellite. The identity of the UFO cannot be made.

Figure 78 - A B-52D courtesy US Air Force

A further comment made in the file was that a yellowish-white light or flame appeared ten feet in rear of the object, but not similar to a jet. Holloman was contacted to see if this was some "test vehicle," according to the Captain this could neither be confirmed nor denied as a possibility.

Further, it was determined this could not be an orbiting satellite as the light or flame appeared to be propellant. No planes were in the area, no balloons and no missiles launched during the time in question. It was a real mystery, yet the Air Force concluded, this object was a giant meteor. [dccxxviii]

Comment | This case should have been classified as "unknown or unidentified," yet was thrown into the Meteor category. If it had been a 159-foot meteor that crashed to earth, the papers would have picked up on the story as it would have left a large impact crater and sonic booms would have destroyed windowpanes in the vicinity.

UFO over Weapons Area | Blue Book | Tyndall Air Force Base: May 20, 1961, a UFO visited Tyndall AFB and took liberties visiting the Drone launching area as well as weapons storage area. The object was tracked on radar as well as witnessed by security and police in the area. The UFO was described as a glowing white round ball, hovering and moving slowly over the base and then over tree lines, at times approaching the witnesses, Military Jets and Helicopters were dispatched to chase. During the flight, they incurred Electromagnetic interferences.

The officers stated: “It did not move in the normal course of an aircraft.” One observer shared: “It went up and down, back and forth, moved to downward positions, then would gain altitude rapidly, then moved slowly from northeast to southeast.”

A helicopter was scrambled; however, the pilots did not see a thing. The Air Force concluded the case was most likely caused by the planet Venus. [dccxxix]

Comment | "Venus”? I doubt the planet Venus would move up and down, back and forth – gain altitude rapidly then move slowly. This case should have been classified "Unknown" or "Unidentified."

UFOs over Naval Runway | Louisiana: On July 10, 1962, around 7:10 am Naval Pilots at the U.S. Naval Auxiliary Air Station in New Iberia, Louisiana encountered a UFO.

During practice runs of a group of S2F Trackers were making touch and go landings when they had a UFO encounter. Suddenly a discus-shaped object came in very fast and low, slowed over the runway and hanger, then went out of sight while climbing at a 20 to 30-degree angle.

The mystery craft had a rotating dome on top that appeared to be equally divided into two sections, one half light gray in color, the other half was black. It had an estimated speed of rotation of about 90 RPM. The main section did not appear to rotate. The UFO accelerated rapidly and was soon out of sight. [dccxxx]

30-foot diameter disc | Blue Book | Blaine Air Force Base, Washington: This next case comes to us from NICAP.org. The

evidence is not found in Project Blue Book.

On January 12, 1965, Blaine Air Force Base had UFO incursions. Four witnesses, Mrs. Jubert, and her three teenage daughters observed an extremely bright light coming towards their house. Thinking it was about to hit the house, they ran outside. The light descended below a tree line and could not be seen. Blaine Air Force Base radar tracked the object.

Then the driver of a border patrol vehicle saw a slightly domed object, 30 foot in diameter; pass over his car and land. The object finally ascended vertically at high speed and disappeared to the northeast.

Where the object had landed in the 14 to 18 inches of snow, there was a large circular imprint, 12 foot in diameter. In addition to the snow being melted, the ground showed evidence of scorching. Tracks were found leading from the site, oval and about 8 inches long and 8 inches apart in single file. The tracks led into a wooded area and ended. [dccxxxi]

On the same day (January 12, 1965) an officer of a federal law enforcement agency had a close encounter. As he was driving his official car toward Blaine Air Force Station, in Washington, a flying disc 30 feet in diameter hurtled down at his automobile.

At the last moment, the disc arced up steeply, avoiding a collision. When the officer jumped out, he saw the UFO hovering overhead. After a minute, it shot up into clouds at high speed. A short time afterward, the UFO – or a similar one – was seen landing in a field near Blaine, melting the snow and scorching the ground before it took off. When the AF questioned the federal officer, they said they had tracked the UFO by radar as it raced down toward his car. This officer, like many other UFO witnesses, was warned by his superiors not to let his name be used in connection with the sighting. [dccxxxii]

UFOs | Edwards Air Force Base, California: On October 7, 1965, another report by NICAP, shares up to 12 luminous UFOs flew over Edwards Air Force Base in California. An F-106A jet interceptor was launched from George Air Force Base. Francis Ridge comments

the audiotapes and documents have been declassified; however, three to four hours of audio tapes and some of the document pages are unreadable. I would go to the NICAP site for 1965 and read the 18 attachments.

Of the seven objects reported visually, four persisted longer than the other. The objects varied in their flight's paths. The four objects made slight elevated changes, and most appeared to hover, then rise in a nearly vertical direction. Three of the objects were in an "inverted V" formation. An F-106 was scrambled from George Air Force Base.

Figure 79 - F106B - "Delta Dart", courtesy of the U.S. Air Force, [dccxxxiii]

By the time the aircraft was scrambled the activity was just about over. The objects that were held visually had ceased flashing and had taken the appearance of ordinary stars. Radar contact was gone.

The Project file card states the Air Force concluded the witnesses must have seen and Astro event (Stars/ Planets and Balloon. Furthermore, the Radar returns were said to be caused by Atmospheric conditions. [dccxxxiv]

Comment | This case was whitewashed. The Tower operators were used to looking at stars in the evening. They specifically mentioned these objects appeared to travel in a line, then moved up nearly vertical. I have heard of no case where stars or planets moved together in unison, traveling in a line, then moving up in a nearly vertical path. This case should have been classified as "unknown" or "Unidentified."

Chapter 24: UFOs at Airports

UFOs show up at airports at any time they chose. Project Blue Book has some airport UFO cases; however, the local newspapers seem to have the most reported UFO cases.

In some of these cases, witnesses reported the UFO sightings to the airport authorities to give a warning of a potential threat to inbound private passengers' airliners. Though the CAA (now FAA) was to report all UFO cases to the Air Force, it is believed, many of these cases remain "classified" today. We find very few CAA (FAA) UFO cases in the project blue book files.

UFOs drop a Sphere

Falmouth Airport | Blue Book | Massachusetts: On February 5, 1950, at 5:10 pm a small fleet of UFOs appeared over Falmouth Airport, Cape Cod. A group of seven professionals witnessed two illuminated cylinders over the airport. The UFO maneuvered together, while one of the cylinders dropped a sphere. The term used in the case for the sphere was "fireball."

Both UFOs then disappeared high into the western sky at a fast speed. A few of the witnesses were former U.S. Navy fighter pilot, Marvin Odom, USAF (Otis): pilot Lt. Philip Foushee and Woods Hole Oceanographic Institute employee, Raymond Wood.

The notes around this event are as follows: On February 8, 1950, a message from Falmouth Massachusetts to USAF, Washington, D.C. Department of the Air Force relayed the contents of an article that was in the '*Cape Cod Standard-Times'* of the sighting of a cigar object at Falmouth Airport.

According to the witnesses, two lights appeared, then came the recognition of several distinct cylindrical bodies maneuvering in the sky. Once the observer went outside, he confirmed a fireball being dropped by one of the larger objects. He said: "I've flown regular aircraft and jets, and I'm familiar with weather balloons, but I've never seen anything like these objects. They appeared to me to be

"cigar-shaped," and although they operated as a pair, they weren't attached in any way as they differed in their distance apart." His final statement was:

> **“I’ve pooh-poohed this flying saucer stuff, now I’ve seen something that’s beginning to make me wonder.”**

The Air Force concluded the case was "Unidentified." [dccxxxv]

UFO at Terre Haute

Terre Haute airport | Terre Haute, Indiana: On March 26, 1950, around 4:45 pm, the manager of a Terre Haute airport and another licensed pilot reported UFO in Vigo County, Indiana. According to the paper "*Terre Haute Tribune*," the observers stated the object was: *“*not a balloon or an ordinary jet."

John Marcotte, head of the Central Aviation Sales said:

> **"I was always skeptical of saucer reports until we saw this."**

The paper also stated, Marcotte and Fred Miller, a pilot reported the speed of the object was "fantastic" at that it disappeared at about a 45- degree angle as it passed north over the city. They both believed the object was traveling at 10,000 feet in altitude.

The two had been sitting at the restaurant at the field watching a B-25 flying southwest at 1,000 feet when they saw the flat and round object above the plane. The winds were from the northwest, which ruled out a balloon.

They further said: "It was kind of silver in color and was shiny, but it wasn't glare reflected from the sun because the angle was wrong."

They also reported the flying disc emitted no sound, but they admitted the drone from the B-25 engines might have drowned that out.

Figure 80 - B-25C Mitchell Bomber, courtesy of the U.S. Air Force, [dccxxxvi]

Whatever the thing was, they believed at 10,000 feet and admitted; it was a "mighty big object." Two other people in the restaurant also observed the same thing. Miller later said it was: "round as any dishpan you ever saw." [dccxxxvii]

UFOs over Logan

Logan Airport | Blue Book | Boston, Massachusetts: On April 7, 1950, at Boston's Logan Airport, the CAA Watch Supervisor Connelly and three controllers witnessed a deep-blue ellipsoid object moving opposite the winds. The UFO then changed back to blue, split into two blue lights began revolving around each other then they separated. Finally, the objects changed to white then cherry-red, increasing to 45° elevation and disappeared towards the Northeast.

There statement; “At approximately 9:55 pm, I noticed a light due west of the Tower which caught my attention because of its unconventional color, a deep blue. I focused binoculars on the light to determine what aircraft would be showing so unorthodox a light. Even though the glasses the object appeared to have no definable mass and seemed to consist of merely an ellipsoid pattern of light blurred the edges and deep blue in color."

“As I continued to watch it, the light changed from deep blue to a sharply distinct white. At this point, I summoned the other controller

who verified what I saw in the glasses. By this time the lights had again gone to the deep blue color initially noted."

"As we watched, the single blue ball appeared to dissolve into two blue lights which then began to revolve around one another in the manner two small searchlights at play." Being a Lt Colonel, he shared: "for obvious reasons no formal report of this incident was made to any source. With so many reports rampant developing from irresponsible or hysterical sources, I am hesitant to solicit ridicule, but in view of the close similarity of what I witnessed and what has been seen by others elsewhere, I feel it incumbent to submit this report in spite of that risk."

The Airforce concluded the observers must have seen some distortion of natural phenomena. Lights from an unknown source. They classified this as "other."

NOTE: Dr. J. Allen Hynek covers this case very extensively in his book; *"The Hynek Report*," by Dr. J. Allen Hynek, Sphere Books, London, Pages 66-68. [dccxxxviii]

UFO circles a Plane

UFO circles plane twice | Blue Book | Vandalia, Illinois Airport: On August 27, 1951, between 8:00 and 8:30 pm a pilot ready for takeoff observes a large light near the end of the runway at Vandalia, Illinois. The pilot immediately calls the CAA tower and requests information about the object. As if hearing the pilot, the UFO suddenly darts off!

The pilot readies for takeoff, rolls down the runway and lifts off the ground. As soon as the plane climbed into the sky, the same object returned. The UFO then approached his plane and circled the plane twice.

The UFO then moves off towards Greenville. The pilot redirects his plane and follows the big light. The UFO makes a loop around Greenville and then heads back toward Vandalia. He then notices the object around a country club.

The CAA tower contacts the pilot to confirm the UFO passing over Vandalia at 10,000 feet. The Pilot makes several comments

about the UFO encounter:

1. “It was all very spooky”;
2. “It wasn't an airplane, but whatever it was, there was a light on the tail of it, and there was a small red light on top.”

Another witness in St. Elmo also saw the same thing. The Air Force file revealed it would attempt to get more information. In reviewing the military archives, there were no follow up records for this case. The Air Force could not come to a conclusion based on reasons of “insufficient data." [dccxxxix]

Comment | The object observed by the pilot and the CAA official appears to be something under "its own control." The Air Force did not investigate. A formal report should have placed in the File, particularly as this case involved a commercial plane and the CAA. If there was a formal CAA report, it is most likely "classified."

UFO over Cleveland Airport

Cleveland Airport | Cleveland Ohio: On October 1, 1951, around 2:00 am a police officer observes a UFO hover over Cleveland Airport, in Cuyahoga County, Ohio. The witness wrote Donald Keyhoe (NICAP) to explain the event:

> **“I have seen such a strange device-to my opinion a flying saucer (UFO), which was ruby red, about 2:00 am, either in September or October of 1951.”**

The individual conveyed the following to Keyhoe.

> **“I was stunned as to its appearance and maneuverability. It was hovering over our Cleveland, Ohio, Airport. It was round in diameter about the size of a good two-story house, and seemed to be standing on edge.”**

“At first it was standing still, and with unbelievable speed, it shot to the right-then to the right again and back to the left-then upward at a terrific speed which was unbelievable and vanished. This all took place in about 20 seconds.”

Comment | According to the Internet the average two-story house is 26 feet. We do not know the shape of the object (Ball, Disc, Cone, etc.,) or its diameter. For conservative purposes, we chose 25 feet as the diameter. Note, I decided the 1st (October 1st) as the exact day for statistical purposes. [dccxl]

UFO over Terre Haut

Terre Haute airport | Blue Book | Terre Haute, Indiana: Several regional newspapers reported the following UFO sighting over Indiana. On October 9, 1951, around 1:45 pm a private pilot was heading to Paris, Illinois when he observed an oval shaped silver colored UFO.

The object appeared stationary at 5,000 feet. The UFO then traveled northwest towards the Newport Atomic Energy Plant. Just 3 minutes before this sighting at 1:42 pm, the Chief Aircraft Commissioner and CAA official at Hulman Airport in Terre Haute Township, Indiana observed the same object directly overhead.

According to the CAA officials (R.L. Meffor and C.W. Sonner) said they heard no noise and the object had no protrusions. (e.g., fins, wings, tail section, etc.). He described it as:

1. “a half-dollar coin at arms-length”;
2. “flying southeast”;
3. “200 feet high”;
4. “traveling at 2,880 miles per hour”;
5. “disappeared over the horizon.”

The Air Force concluded this sighting was "unidentified." Lt. Colonel LeRoy Bitcon (U.S.A.F.) prepared the report. The Commanding General at Air Technical Intelligence Center at Wright

Patterson Air Force Base (OH) received the report. According to the local papers, The CAA officials reporting the sighting stated: "I have been working at airports for 16 years, Sonner said, and never before have I seen an aircraft like it". He later added: "It's unbelievable but true." CAA official Mr. Meffor stated:

> **“I've always been skeptical about all stories concerning flying saucers and other such objects, but today' sight changed my mind.”**

UFO fleet over Washington DC

National Airport | Blue Book | Washington, DC: On July 19, 1952, Harry G. Barnes senior air traffic controller for the CAA at National Airport witnessed his first UFO fleet. It was fellow controller Ed Nugent that observed a cluster of blips on the Radarscope. On his screen were seven flying objects about 15 miles southwest of Washington, D.C. The two controllers knew right away; the spots were "not aircraft – at least not friendly aircraft." The following characteristics alerted their attention:

1. “the paths taken by the objects were radical compared to those of ordinary aircraft,”; and
2. “the individual blips would disappear from the scope at different intervals.”

After further observation and collaboration with area pilots, it was determined that the objects disappeared from the scopes when they made "sudden bursts of high speed." They soon realized the radar devices used at the time were designed to track known types of flying craft at speeds known to humans.

These objects (UFOs) performed much different than human-made craft. Before contacting the Air Force, the CAA controllers

checked and rechecked the scopes to make sure all equipment was functioning correctly.

After they confirmed their equipment was operating normally, they contacted the Air Force and began providing up to date details as the night unfolded. When the CAA determined a Capital Airplane flight was in the Washington area, they contacted Pilot Captain S.C. Pierman and asked if he could spot the objects. Over the radio, Captain Pierman was heard saying: "There's one, and there it goes."

He described the abrupt departure of the UFO as a "bright light moving faster than a shooting star." He then saw six more lights. The movements reported by Captain Pierman coincided with the CAA tower radar operator's views of the Blips. When the pilot said that the light streaked off at high speed, the blip disappeared on the CAA Tower Radar Scope. [dccxli]

Updated information on the Case:

In a Press conference held at the Pentagon on July 29, 1952, several important people present assisted in providing information to the public. In attendance were Major General Roger Ramey (Director of Operations, USAF), Major General Samford (USAF), Captain Edward J. Ruppelt (USAF-ATIC), and several others. Here is a short dialogue of the Press asking for clarification of the UFOs over Washington.

The Press: (Regarding speed); “What did they range from Sir?”

Major General Samford: “They run from zero to fantastic speeds.”

The Press: “General, how do you explain this case, now? The CAA, as I understand the story, after picking up these objects on the radar, also got this Capital Airlines pilot names Pierman on their radar as he was going out west, and the Senior Controller told me, he said when one of the unidentified blips, appeared anywhere near Pierman's plane, he would call Pierman on the radio and say”; "You have traffic at two o'clock

about three miles. “Pierman in return, would look to the given range and bearing and say”; "I see it. I see the light!”

The Press: “Pierman described it as a light that was zooming and all such things, and this was done not once, but Barnes told me he instructed him on that target three times and then, Saturday night, this past Saturday Night, when they all saw all these blips, Barnes vectored at least a half a dozen pilots and planes in these things and they all reported seeing lights.”

The Press: “Many of them didn’t see them, according to Barnes.”

The Press: “Yes, many of them didn’t see them, but then some did.”

Major General Samford: I can’t explain that. [dccxlii]

CAA officials see UFO

Cleveland Hopkins Airport | Cleveland, Ohio: On July 22, 1952, according to a UP story, a control tower operator said "golden lights," have been sighted over Cleveland, Cuyahoga County and on one occasion he sent an airliner to look for something that appeared on a radar screen.

George Beers, the senior operator on the midnight shift of the control tower at Cleveland Hopkins Airport, watched from the darkened tower room while a light hovered north of the field.

"We don't know what it was, but all six of us saw it."

"Another time I saw a light making a circular pattern over nearby Elyria. I picked it up on the radar screen and watched it." "I sent an incoming airliner over to take a look, and the thing disappeared from the screen."

On another occasion, a tower operator and an incoming pilot both reported seeing a light that "climbed and traveled in an easterly direction much faster than the normal operational speed of any aircraft known to be in the vicinity," said Beers.

“This incident was quite some time ago and reported to authorities at the time." [dccxliii]

Theodolite sees UFO

Logan Airport | Blue Book | Boston, Massachusetts: On July 24, 1952, the *‘Daily Boston Globe’* reported Logan Airport in Boston had a highflying visitor on the 23rd.

Air Force Project Blue Book wrote a formal "unidentified flying object" report with witnesses stating that on July 23, 1952, a civilian weather observer at Logan airport watched a disk through a Theodolite. Captain Brown USAF prepared the Air Intelligence Report.

Three official aircraft observers witnessed the event. Not specified in the ‘*Boston Globe’*, but in official reports, an F-94N aircraft was dispatched from the 58th FOS (Otis AFB) to intercept. An attempt to circle the object was futile as it rapidly descended out of sight from twenty-two (22) thousand feet to eight (8) thousand feet.

According to the primary witness the object made three (3) 360-degree circles and was observed for eleven minutes. The object appeared bluish white when accelerating then red on deceleration. Consequently, the same newspaper article from Boston mentioned a housewife noted a cigar-shaped object fly over the State House the same day. [dccxliv]

UFO at O’Hare

O'Hare Airport | Blue Book | Chicago, Illinois: On June 29, 1952, between 5:45- 6:30 pm three USAF Air policemen, 83rd Air Base Squadron, Air Police Detachment, observed a UFO at O'Hare Airport, Chicago, Illinois. The UFO;

1. Was “bright silver”;
2. Had “a smooth surface”;

3. Was “flat and oval shaped”;
4. Was “30 feet in length”;
5. Appeared to be “at about 5001,000 feet height and 2-3 miles away.”

The UFO was then seen hovering between radio towers for stations WGN and WBBN 7 miles away. The objects appeared to be reflecting sunlight and were surrounded by a blue circle of haze for the first 20-25 minutes.

Around 6:30 pm then they moved very fast to the right and left, and up and down relative to the radio towers, moving almost instantaneously and much quicker than any jet fighter. One object rocked on its longitudinal axis, appeared oval (major/minor axis ratio about 2.2) when oriented vertically, thin and difficult to see when horizontal.

The one object took off at high speed then disappeared like shutting off a light. The observers reported no trail and no noise. Independently witnessed by Chicago firemen several miles away. [dccxlv]

Giant Sphere

160-foot diameter Sphere | Blue Book | Sky Harbor Airport, Phoenix, Arizona: Around 1:20 am on August 4, 1952, a Frontier Airlines mechanic (former Navy man) inspecting an airplane observed a UFO over Phoenix. The Observer, a former crewman on PBY, said he was checking a propeller when he looked up and saw a sphere-shaped object at 2,000 to 3,000 feet. The Casefile reveals the UFO:

1. “gave off a yellowish-orange light”;
2. “traveled from a hovering position to 600-700 miles an hour”;
3. “was approximately 160 feet in diameter (based on being three times the size of a DC-6)”;
4. "was heading east, then disappeared to the northeast";

5. “left a small trail of exhaust”;
6. “was observed for 5 minutes”;
7. “was in the air at the time a DC6 was in the sky”;
8. “produced no sound”;
9. “had no change of altitude or direction.”

The mechanic explicitly stated he did not "think it was a reflection of any kind as the weather at that time tends to rule this out. I do believe it was a material object."

A Teletyped report was prepared at Luke Air Force Base and forwarded to the following commands: 1) HQ USAF Washington (DC); 2) ATIC Wright Patterson Air Force Base (OH); 3) Ent Air Force Base (CO); 4) ATRC Scott Air Force Base (IL); and 5) and Randolf Air Force Base (TX).

The Air Force concluded the object was "a possible balloon." The file contained no evidence of a balloon being in the area. [dccxlvi]

Comment | The findings, in this case, indicate another misclassification. Though many of the weather balloons at the time did come with a light, the specific "possible" balloon was never identified. Furthermore, this object had a slight glow of yellow-orange. Finally, what balloon produces a short trail of exhaust”?

UFO over the runway

Two Discs | Blue Book | Hickam Air Force Base Runway, Honolulu, Hawaii: The following case comes to us from Project Blue Book. On this particular day, a witness reported two UFOs over Hickam Air Force Base. The Air Force file mentions the witness was a telephone repairman by trade and lived near the airport for ten years having extensive knowledge of aircraft.

August 4, 1952, at 4:45 pm a telephone repairman reports seeing two disc- shaped crafts hovering over the military and commercial runway between Hickam Air Force base and John Rodgers (Honolulu International Airport). The Intelligence officer at the 1500th Air Base Wing interviewed the witness. In this case, the witness shared the UFOs:

1. “appeared cream colored”;
2. "were disc or saucer-shaped" ("they were thicker in the center and tapered outward to a thin edge";
3. “were maneuvering in a spinning, rotating fashion at an estimated speed of 400 miles per hour”;
4. appeared to have "no moving parts";
5. emitted “no smoke or exhaust fumes”;
6. emitted “no noise or explosion”;
7. “size was about the same as a conventional plane”; 8. were “at 2,000 feet”;

The Witness said, two airplanes were in the vicinity of the UFOs. Of the two UFOs: “one of the objects disappeared almost immediately; the other seemed to pop upwards in a spinning motion and disappeared causing a disturbance of the air as that produced heat waves.”

A Teletype report was prepared at Hickam Base and forwarded to the following commands: 1) Director of Intelligence HQ USAF Washington (DC); 2) ATIC Wright Patterson Air Force Base (OH); and 3) ENT Air Force Base (CO). The Air Force concluded the witness must have seen "possible aircraft.” [dccxlvii]

Comment | I'm afraid I have to disagree with the conclusion in this case. First, there were very few cream-colored planes in 1952. Second, the object was spinning. This would be very unusual for an aircraft. Third, the UFO made no noise. Again, rare for a plane. Forth, the object cold hover. The only thing that could hover in 1952 was a helicopter. Fifth the object was shaped like a disc. This case should have been classified "unknown."

UFOs at Midway

On September 2, 1952, around 2:30 am the Radar Tower controller at Midway Cook County picks up 40 objects at Chicago on their scopes.

Speeds of the objects varied between 125 and 150 miles per hour. Altitudes were between 3,000 to 6,000 feet. Aircraft in the areas reported nothing unusual.

Two F-86's from O'Hare AFB were dispatched and unable to locate the objects. The Air Force classified this sighting as an "Unknown." No inversion layer was present according to the files. [dccxlviii]

Figure 81 - 497th Fighter Interceptor Squadron - F-86D Sabre 1955 | [dccxlix]

Comment | Here you have 40 objects appearing on Radar, no weather inversion reported and no equipment malfunction. What were they?

Updated information on the Case:

According to the '*Chicago Tribune*,' "two sabre jets from the 4706th Interceptor Wing at O'Hare International Airport flew right through the spot in the sky over Chicago where radar scopes on the ground were showing a reflection from some unexplained object."

"This was the first time, so far as it publicly known, that an Air Force interceptor, actually tracked down and rode through what some observed have said were mysterious extra-terrestrial flying craft." The pilots reported: "We didn't see anything. We didn't hit anything. We went through the target showing on the scope, and there was nothing there, not even a cloud".

Around 5:00 am the Midway crew saw an approaching airliner, visible on the new search type radar, visible on the new search-type

radar in the tower up to a distance of 35 to 40 miles.

It appeared to the supervisor at Midway tower that two of the unexplained reflections moved into a rough formation position with the passenger plane. These objects were "visible as the plane neared the field, and the crew was asked to report what they saw."

The crew reported not seeing the craft visually; however, the control tower said; "The objects stayed with the airliner until it was in its final approach to the field."- “Then they seemed to veer away right and left and disappeared."

At 6:30 am the Lake Geneva Ground Control Interceptor Station ordered two jets up from O'Hare to chase targets. Said a CAA official: One of the interceptor boys said: “Head right for whatever you see, we'll ram it if necessary."

The two jets passed through right through the spot of reflection and didn't see or hit anything. We are convinced the reflections weren't from planes". [dccl]

UFO flew over Baldwin Airport

Baldwin Airport | Quincy, Adams County, Illinois: On September 5, 1952, around 4:20 pm a UFO flew over Baldwin Airport, Quincy, Adams County, Illinois.

According to Airport personnel, the UFO flew against the wind and 'bobbed up and down' as it passed high over the field. “Edward Schmidt, Civil Aeronautics Authority employee who spotted the object at 4:20 pm on Friday, said”:

> **“It didn't resemble any known plane and was not a weather balloon. It looked like a saucer."**

“Other airport employees, including Manager Frank Phillips, said they saw the object. The watchers said it was 'brilliantly polished like a mirror' and 'bobbed up and down' for 10 minutes before moving away into the wind.”

“Schmidt said he knew the object went against the wind because he had just launched a weather balloon at the same altitude.” [dcccli]

UFOs can execute 90 degree turns

National Airport | Blue Book | Washington, DC: On May 11, 1954, three policemen witnessed two UFOs from the East side of the Hanger at National Airport, Washington, DC.

The UFOs appeared as a round light, looking like a street light about one foot in diameter. There were two objects which flew in a formation of two. They first appeared northeast of the airport, flew in a straight line, then executed a 90-degree turn. They soon disappeared.

The Air Force interviewer shared after debrief; he found the men had adequate experience and saw the objects at different times. In interviewer shared: "I feel a certain amount of reliability must be attached to their sightings."

The Air Force concluded this case was "Unidentified." This file contained no witness statements signed by the three witnesses. The final Air Force report was sent to the Intelligence Division, MATS. Andrews Air Force Base. [dcclii]

UFOs and the Control Tower

UFOs approach Amarillo Control Tower | Blue Book | Amarillo, Texas: On August 3, 1953, around noon several unidentified flying objects flew over the control town at Amarillo Air Terminal adjacent to Amarillo Air Force Base.

Personnel at the Amarillo control tower observed three objects at intervals of 45 minutes. They were looking north of the town looking for an aircraft when they watched the UFOs. According to the observers:

“I was in the Amarillo Control Tower and was looking north of the town for an airplane when I saw an object which I first thought was a

balloon ... continuing east north of the tower."

> **"This object then came to a complete stop. I realized that this object was not a balloon, as it did not rise and that it was moving faster than the wind could move a balloon."**

"The object was close enough to see that it was round and was reflecting the sun, giving off a translucent appearance."

"The object remained in the same position for approximately seven seconds, and the Assistant Controller in the tower was called in to look at it."

> **"As Mr. Reid was coming out on to the catwalk of the tower, the object headed south, traveling at a tremendous speed, it then moved to a position over the airport and came to a complete stop."**

"Mr. Reid and I witnessed the object coming to a stop." "It was then a second object appeared and stopped behind the first object. Both objects appeared similar in size, shape, and appearance."

> **The UFOs remained over the field for 10 seconds and then the first one started straight up. The second UFO proceeded south both disappearing at a rapid rate in four seconds."**

"Fifteen minutes later we went back out on the catwalk and witnessed again what could have been the same objects; one object appeared to circle, visible for a few seconds. The objects would disappear then reappear in several different locations." The Air Force labeled this case "Unidentified. [dcccliii]

News Blackout at National Airport

National Airport | Washington, DC: On May 13, 1954, shortly before noon several 250-foot diameter glowing objects maneuvered over National Airport for three hours.

Radar observed the spaceships at 15 miles above the city. The objects traveled in a rectangular pattern in the sky moving at 200 miles per hour before they moved west and disappeared from the screen.

Then at 12:45 pm two police officers across the Potomac reported two large glowing objects approached the Washington National Airport. According to Frank Edwards who carried the two stories on his Mutual Network, an Air Force spokesman at the Pentagon called these "Unidentified Flying Objects."

They were seen from 12:45 to 2:00 pm. Frank Edwards pointed out the story of the larger objects were kept from the papers, while the second appearance was mentioned in one edition of the '*Washington Post*.' Mr. Edwards commented: "The lid was on."

Frank Edwards was referring to the "Newspaper blackout" at the time of events transpiring over Washington. [dccliv]

Comment | I will confirm in researching the documents and newspapers little information was given of the above events. The only evidence we have today is the military declassified blue book reports. As we know this reporting center ended its official studies in 1969. Assuming no secret military documents would be disclosed, and the media had been instructed not to report the event, there is no evidence to present to the public. Frank Edwards had a good point.

Cigar Ship at Santa Maria Airport

Santa Maria Airport | Blue Book | Azores: On September 21, 1954, according to a US Air Force Air Intelligence Information report, a civilian guard at the Santa Maria Airport reported a cigar-shaped ship landed.

The report was translated from Portuguese and provided to the US Air Force through the Intelligence office of the Azores Air Transport Station.

According to the observer, the cigar was small, about 10 feet in length and 5 feet in height. It was light metallic blue in color. The front had a plexiglass looking section which was blue in color. The

object produced a humming or whining noise similar to the sound made by wind passing over wire cable or telephone wires.

The cigar ship landed 30 feet from the guard post. On landing the cigar ship approached with its nose slightly down, then leveled off, hovered, then set down. On take-off, the object nose was slightly up as it hovered, then leveled off and took off almost vertically.

The statements of the event are as follows; Upon landing a blond-haired man, approximately 5'10" got out of the object and walked over to the guard. The blonde visitor spoke to the guard in a language he could not understand.

In turn, the guard attempted speaking "French" to the visitor but without success. After a minute of frustration on both parties to communicate, a car light was seen approaching the airport. The spaceman patted the guard on the back of his shoulder in a friendly way and walked back to his ship.

The guard could see the spaceman sat in his chair, fastened what looked like a safety belt across his middle and some shoulder strap, then pushed a button. The craft took off with its nose raided a few degrees from the horizontal, traveling a few feet, then leveled off and shot almost straight up.

The guard did share the story with the people in the approaching car, however, decided not to report the account to authorities for fear of not being believed. Eventually, the story did get around the island and had to make an official report. The guard admitted he was too scared at the time to consider arresting the "spaceman." The guard was interrogated, and the officials got the same story.

According to the Air Force file, the Portuguese authorities have a large folder of the drawing of the craft as well as the testimony of what transpired.

In addition to the guard, a passing passenger plane with pilot, crew and American employee occupants witnessed the cigar ship as it flew above the field. They all agreed the ship should be called a "flying saucer."

The confirmation of this second sighting of the object came through the FAA Directors office after speaking with a Captain Freeman heading back to the United States. The Air Force concluded the object was "Unidentified." [dcclv]

Comment | According to Clifford Stone (retired Sgt US Army), The US Army concluded over 49 different species visit earth to monitor humans. Of these species some look exactly human, while others do not. It is obvious in the above case, the visitor at the base looked “exactly human.”

UFOs circle Airport

UFOs circle Love Field | Blue Book | Dallas, Texas: On August 4, 1956, four witnesses observed four unidentified flying objects near Love Field, Dallas Texas. Of the four objects, one was in a leadership position while three round white colored objects followed in a V formation.

According to their observation, each object was the size of a pea held at arms- length. The objects came from the northeast flying south (at 30 degrees) and orbited love field. The objects then left the vicinity and continued flight to the northwest (at 340 degrees) where they faded from view.

Though these objects were seen for six minutes, no sound came from the unknown aerial devices. A Teletype message was prepared and sent to the following commands: 1) 745th ACWRON Duncanville (TX); 2) to Director of Intelligence HDQS U.S.A.F. Washington (DC); 3) AIR DEF Command, Ent Air Force Base (CO); and 4) ATIC Wright Patterson Air Force Base (OH).

A drawing in the file shows a UFO in the lead with another behind it and the remaining two off to each side of the second object. The Air Force concluded the objects seen were most likely “aircraft." [dcclvi]

Comment | The file contains no information as to other planes being in the area at the time of the sighting. One has to wonder; if these were aircraft, there was no indication in the file that the Love Field Control Tower tracked 4 "unknowns" over their airport. It would

appear we have two options here: 1) we assume the radar operator was asleep in front of his radar scope at the time the four objects were over the field, or 2) these objects were something else.

The AF control tower and the UFO

Air Force Control Tower observes UFO| Blue Book | Stead Air Force Base, Nevada: On February 14, 1957, a control tower operator saw a flying saucer at Stead Air Force Base, Nevada. The facts in the Air Force case file share the UFO;

1. was “observed for 8 minutes”;
2. was “flat and oval shaped”; (as if “two saucers placed face to face”)
3. had a “blue center with a green ring and a red flashing light in the center”;
4. “appeared stationary for 8 minutes then rose very rapidly”;
5. during the time of being stationary "the object dimmed out";
6. “was observed for another two hours with binoculars.”

The UFO report also indicates that Reno Filter Center confirmed that two radar contacts were made showing the object was present. A Teletype message was prepared and forwarded to the following commands: 1) ADC Ent Air Force Base (CO); 2) Hamilton Air Force Base (CA); 3) Air Technical Intelligence Center, Wright Patterson Air Force Base (OH); 4) Headquarters U.S.A.F., Washington (DC);

The Air Force concluded that the cause of this sighting was "probably astronomical." The file indicates the star "Arcturus" was the most likely culprit. [dcclvii]

Comment | In reviewing this UFO case, we wonder if investigators gave enough consideration. For instance;

1. For two hours, the observers used binoculars. Arcturus cannot be seen for 2 hours as the earth rotates on its axis. Astronomers may be able to see the star for 30 minutes.

2. The control tower personnel were most undoubtedly qualified to determine the difference between a star, let alone a flying object described as two saucers face to face.
3. Did our radar systems in 1957 have the ability to pick up Arcturus some 36.7 light years from our Sun? I believe our radar units had limited range capability in 1954.
4. The control tower personnel said the object "moved rapidly up and away." Surely Arcturus would not act in the same manner.

Nantucket UFO

Nantucket Airport | Nantucket, Massachusetts: On September 9, 1957, Earl Bartlett was the Chief of the Airways Technical Field Office for the Civil Aeronautics Administration at Nantucket Airport. He stated he did not believe in flying saucers, but he saw something the evening of September 9, that left him questioning what it was.

Driving along the old south road, he saw a football-shaped object suspended in the sky between the sun and ocean. He pulled his car over to the side of the road, got out and observed. The UFO, "moved neither up, down, or sideways." He watched the object then become smaller as it began moving away from him. His final comments were something like: "but this wasn't like anything in the air that I've seen before." [dcclviii]

UFO at Bridgeport

Bridgeport municipal airport | Bridgeport, Connecticut: On September 17, 1957, around 10:00 pm two men from the Milford and Stratford area contacted authorities on spotting an "unidentified flying object." Both individuals confirmed what they saw was not an airplane and not a star. One of the objects was seen near Bridgeport municipal airport where a pilot had been practicing takeoffs and landings. The CAA tower at Bridgeport had no other reports on

unusual objects. It appears a plane and something else may have been over Bridgeport that evening. The question is what? [dcclix]

UFO at Long Beach

Long Beach municipal airport, Long Beach, California: On November 6, 1957, '*The Bridgeport Post'* shared an AP story of US Weather Airmen seeing discs in California.

According to the "*Post,*" "six saucers were seen moving along the bottom of a cloud bank about 7,000 feet in altitude over Long Beach municipal airport yesterday (November 5th)". Major Louis F. Baker gave the following description:

> **"They were circular and shiny like spun aluminum, changing course instantaneously without loss of speed like planes in a dogfight."**

The observer stated the objects were bigger than twin-engine C46 planes. They observed the objects for 1 and ½ minutes. Another woman from Corona Del Mar spotted an orange jack o lantern shaped object hovering over the ocean. It vanished in a few seconds according to the paper. [dcclx]

O'Hare UFO

O'Hare Airport | Des Plaines, Cook County, Illinois: On July 19, 1958, around 3:45 am two men reported seeing a UFO hovering over O'Hare Airport at Des Plaines, Cook County Illinois. The following Police report was taken from an Interview with the men and then investigated by NICAP.

Des Plaines Police Department Investigation Report:
Record Bureau Number: 31335
Time: 3:45 am, Date: July 19, 1958.

At the above time and date, two men came into the station to report seeing a strange flying object in the sky.

The two men Vladimir Ivkovich and Robert Bender were standing near the National Tea store when they saw the UFO. They soon saw the UFO shoot out a streak of white emission as it heading west over Lee St. It then made a left turn, swooping down approximately over O'Hare Field. It hovered over O'Hare for a few minutes, then shot out across the sky like a bullet.

At the time of its hovering, it looked like a red fireball. The UFO made no sound at all. [dcclxi]

Lighting up the Airport

UFOs light up Airport | Blue Book | Liberal, Kansas: On August 2, 1962, about 8:20 pm a Central Airlines Agent was contacted about flying objects seen by the Captain of flight 61 traveling from Wichita to Liberal Kansas. According to the Captain, there were several objects in the sky that evening, and all appeared to be green and blue in color and moving east to west at a terrific speed.

One of the objects was said to be an extremely bright light looking like an aircraft with landing lights. He stated this particular object was: "stationary in the eastern sky."

Then around 9:00 pm several people on the ground looked up and reported seeing the same objects pass overhead. The Air Force UFO file concluded the sightings must have been caused by observers witnessing astronomical events: "Meteors, and the planet Jupiter." One would think the stationary light seen by the Pilot would rule out a meteor unless coming straight on. [dcclxii]

According to the local paper '*Hutchinson News'* and the research group A.P.R.O. We learn additional facts on this sighting. The UFO:

1. Was seen "around 8:45 pm" when "several UFOs lit up the runway at Liberal Kansas Airport";

2. “the personnel at the airport were shaken considerably when various colored brilliant objects lit up the runways”;
3. “similar reports came from Albuquerque, New Mexico; Pueblo, Colorado; Garden City, Kansas; and Guymon, Oklahoma”;
4. “Central Airline Agent Fred Jones said about a dozen individuals at Liberal Airport saw the phenomena at about 8:00 pm”;
5. “According to Jones, Capt. Jack Metzger, a pilot en route from Wichita, Texas to Amarillo, told airport officers he saw the objects moving higher and faster than any plane he had ever seen”;
6. “Metzger's aircraft was at between 5,500 to 7,000 feet at the time he sighted the objects”;
7. “Witnesses described the lights as about the size of car headlights and that they varied in color from white, green, blue, to brilliant orange.”
8. “There were four of the objects, Jones said, which moved singly across the sky”;
9. “One became stationary over the airport and seemed to produce a landing- type light directly under it.”
10. “All sightings took place at approximately 8:45 pm.”

A.P.R.O. Shared: “The report came from Liberal over the airport telephone communication system. The FAA confirmed no planes, which could produce such lights." Moreover, "no planes were scheduled in the area at the time.”

At Amarillo, Captain Metzger made this statement: “People I talked to after landing here seemed to think it was a meteorite but it wasn't like any meteorite I've seen before.” [dcclxiii]

In another update to the above case: KTVO-TV of Ottumwa, Iowa provides the following facts of the event:

1. “Central Airline agent Fred Jones said about four objects in one group flew over the airport”;

2. “one stopped, stationary and emitted a beam of light downward like a landing light”;

3. Jones said: “similar reports came from Albuquerque (NM), Pueblo (CO), Garden City (KS) and Guymon (OK)”;
4. "Central Airlines Pilot, Captain Jack Metzker, on a flight from Wichita to Amarillo, reported sighting many objects moving higher and faster than anything he had ever seen. [dcclxiv]

UFO lands on Runway

UFO lands at Ezeiza International Airport | Brazil: On December 22, 1962, a UFO landed at the end of a runway at Ezeiza International Airport near Buenos Aires Brazil. According to Major Keyhoe, the Panagra DC-9 jetliner was making an approach, then veered up to a holding pattern when it saw the parked disc-shaped vehicle in its landing path.

The traffic control tower confirmed to the pilot the UFO had just landed. We assume, the plane continued to circle the airport or was diverted until after the UFO left the airport. [dcclxv]

Police see UFO

Mt. Vernon Airport | Mt. Vernon, Jefferson County, Illinois: On October 7, 1963, over six residents and a Police officer at Mt. Vernon, Jefferson County, Illinois observed a UFO.

The object was flying around the airport east of town. Police officers D. Farley and R. Miller observed the red object and shined a light at it. The thing then blinked a couple of times, then disappeared. The officers stated they believed it was a balloon with a red light tied to it. [dcclxvi]

Comment | The only problem I see with this story is that:

1. The airport did not come forward and say whether it saw anything of a visual nature or tracked any object on radar,

2. There was no mention of whether a balloon was in the area at the time,
3. Balloons "do not just disappear" they fly off slowly and usually in one direction. This object "flew around the airport."

Something else was likely seen that evening, and it is highly probable it was not a balloon.

UFO at Eden Prarie

Eden Prairie Airport | Eden Prairie, Minnesota: On November 9, 1965, according to researcher Jerome Clark a UFO showed up at Eden Prairie, Minnesota. This event occurred 11 hours before the New York blackout.

Mr. Leroy Hattery, the controller for the Eden Prairie airport, observed a UFO about 80 feet in diameter at an altitude of 3000 to 4000 feet. A Patrolman John Dubois of the Shakopee police force saw the object flying parallel to the earth at 1,000 feet altitude. He knew it was not a meteor as it was cruising faster than a plane on a constant path. He then said: "At first I thought it was a meteor, but a meteor would fall down, while this was moving parallel to the earth." [dcclxvii]

New Haven Airport UFO
"Police and Firemen report object."

New Haven Airport | New Haven, Connecticut: On March 31, 1966, between the hours of 7:30 to 9:30 pm on Tuesday the Tweed / New Haven Airport Tower received calls from several observers of flying objects in the sky.

Tower Radio operator Peter Galliati knew no planes were in the area and ventured upstairs to the top of the control tower. Using his binoculars, he witnessed a "green and red flashing light." He then said: "I couldn't believe what I was seeing."

The object was over Saltonstall Mountain. Another individual Robert A. Cadwell described his reaction:

> **"This thing came and seemed to start over the mountain with a red, green, yellow, blue revolving light. It changed colors as it rotated, dancing around like a kite."**

Patrolman James Kazeleh and his three children also saw the object. Then around 11:15 pm, Daniel Kacergis noted the same type of object over Sleeping Giant Mountain near New Haven.

The following people also reported seeing the object; Patrolman Frank J. Matthews, Russell Conway, son of Fire Chief Paul Conway, Jr., and John Pollard of Newburyport. The Fire Chiefs wife and family saw the same object. [dcclxviii]

UFO at Midway

Midway Airport | Blue Book | Cook County, Illinois: On August 2, 1966, between 10:00 pm and 10:30 pm a UFO was observed above Oak Lawn, Cook County, Illinois.

The observer using a telescope believed the object was at 30,000 feet traveling at 600 miles an hour when it stopped and started again.

The round object was as bright as the planet Venus. The individual stated at the object's zenith; it appeared to drop straight down and followed a different course. As it neared the horizon, it stopped. Living within 5 miles of Midway Airport the observer stated he had not seen this type of action before. He noted; "as it passed over Midway it stopped twice, pulsated to red and then took off at fantastic speed."

Wright Patterson, Air Force Base, received the information from the witness. The Air Force could not come to a conclusion based on "insufficient data for evaluation." [dcclxix]

Runway used by UFOs
300-foot diameter craft over a car

Flying Cloud Airport | Minnesota: On August 16, 1966, several UFOs were reported overnight in Minnesota. Employees in the control tower at Minneapolis – St. Paul International Airport reported "a mystery object."

> **“At the Flying Cloud Airport southwest of Minneapolis, several pilots reported an object landed on an east-west runway and then it zoomed away fast.”**

Twin Cities Radio received 75 calls including surrounding areas of Crystal, Coon Rapids, Waconia, Rochester, Itasca Park and Ponsford.

“One resident of Plymouth stated he saw an object sitting sideways having rotating lights around it.” “Several people in Itasca told the sheriff an object two to three feet in diameter parked itself 200 feet above the ground. It was bright green; then it turned red.”

“Then at Ponsford another 2 to 3-foot devices was stationed at 200 feet in altitude. About 10:45 pm a Duluth person with three passengers observed”;

> **“a spinning globe shaped object about the size of a football field hovering over their car.”**

“He stopped the car; then the object took off by climbing into the sky. He then called the police and returned to the spot. He parked the car and turned the car lights off. The object again descended and appeared low over his car and stayed there for some time before ascending again.” [dcclxx]

Updated information on the Case:

It was reported four occupants witnessed a large UFO while driving along Highway 8, Minnesota. The Object was described as a football field long (e.g., 300 feet). The driver James Luhm believed the object to be a football field in size having blue, green and faint red lights. The object got to within a few blocks of their car when the object's light began to change colors of "blue-green." Mr. Luhm

reported the incident to the police department. Confirming the sighting over 75 calls came into the Twin Cities radio station and weather bureau.

> **“Pilots in the area observed an object that settled down on the east-west runway at the Flying Cloud Airport. The object then zoomed up and away.”**

It was reported three Duluth teenagers also observed the same object on West Tischer Road. [dcclxxi]

Another UFO at Eden Prarie

Eden Prarie Airport | Eden Prarie, Minnesota: On November 3, 1966, Leroy Hattery, controller at an airport in Eden Prarie, told reporters that he estimated the object to be about 80 feet in diameter. The UFO was between 3,000 and 4,000 feet in altitude. According to Hattery, the object resembled a "burning airplane." Patrolman John DuBois of the Shakopee police force reported;

> **"I saw it coming from west to east, about over the Minnesota River.” "It was about a thousand feet up and had a bright greenish-white with a bright red-orange trail. It was moving faster than a plane. Then after about 30 seconds, it disappeared.”**

“At first, I thought it was a meteor, but a meteor would fall down, which this was moving parallel to the earth." William Bohn of Winona, leaving for work at 6:00 am spotted the UFO and compared it to a "big ball of intense white light."

He continued: "Behind the white light was a tail of red objects that looked like pieces of molten metal. It was moving at high speed toward the north-east and passed directly over the center of Winona. It seemed low in altitude and very huge in size. It appeared to be about one-fourth the size of the moon. [dcclxxii]

O’Hare Airport | Blue Book | Chicago, Illinois: On October 29, 1969, around 2:00 am a man observed a large UFO near Chicago, O'Hare, Illinois.

‘*Chicago Today’* forwarded the request to the Air Force for review. The observer stated he could not sleep, so he went outside to get some air. At first, he thought he saw a planet or star in the east. However, it began to move. The color of the thing was first a bright yellow, which then turned bright red.

The object flew north then south. It followed a strange loop, hovering along its path. A drawing in the file showed a very well-defined shape with yellow lights being emitted upward and downward.

The Air Force reviewed the information provided by the observer and estimated that the craft would be 630 feet in diameter. The Air Force believed an object this big would be virtually impossible to disappear behind trees and buildings. The other concern they had was that no one at O’Hare saw the object.

The Air Force concluded no further investigation was warranted believing the person was a victim of an over-imagination. They closed the file with an "Other: Conflicting Data" classification. Despite all this, the concerned citizen when reporting this to the ‘*Chicago Today’* stated:

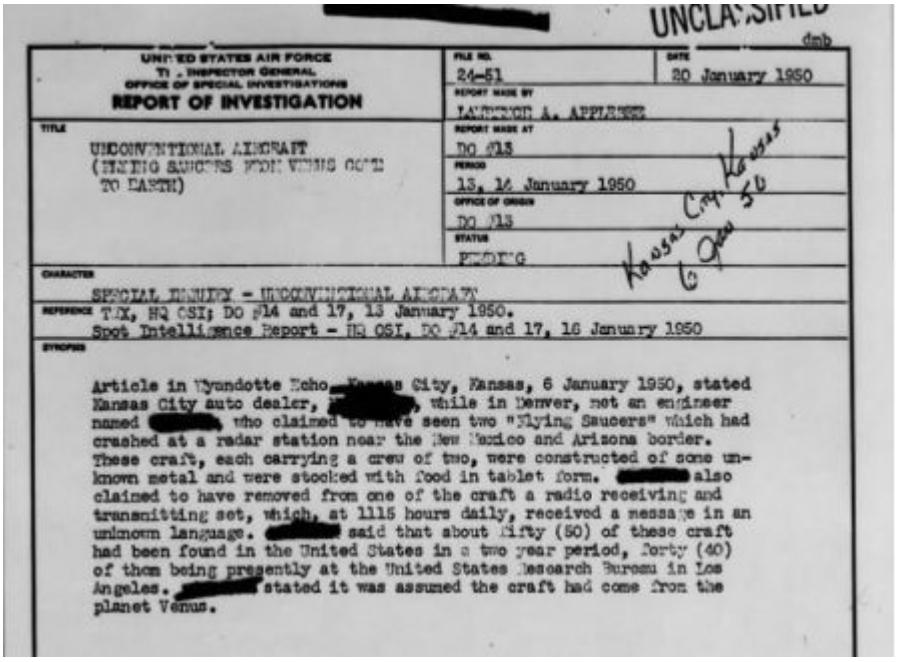
> **"I'd take a lie detector test, I'd swear on the Bible, and I would even let you print my story and risk my reputation."** [dcclxxiii]

Chapter 25: A Report on a Crashed Saucer

In this chapter, we will be sharing portions of typical Air Force file in a 1950 case.

We begin with a Report of Investigation conducted by the US Air Force about a witness who was informed of a crashed saucer with the crew near the New Mexico and Arizona border at a Radar Installation. The Air Force was directed to the case via a report found in a local paper call "The Wyandotte Echo."[dcclxxiv]

Exhibit 1



UNCLASSIFIED

dmb

UNITED STATES AIR FORCE
TI - INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

FILE NO. 24-51
DATE 20 January 1950
REPORT MADE BY LAURENCE A. APPLEGET
REPORT MADE AT DO 713
PERIOD 13, 16 January 1950
OFFICE OF ORIGIN DO 713
STATUS PENDING

TITLE: UNCONVENTIONAL AIRCRAFT (FLYING SAUCERS FROM VENUS OUT TO EARTH)

Kansas City Kansas 56

CHARACTER: SPECIAL INQUIRY - UNCONVENTIONAL AIRCRAFT

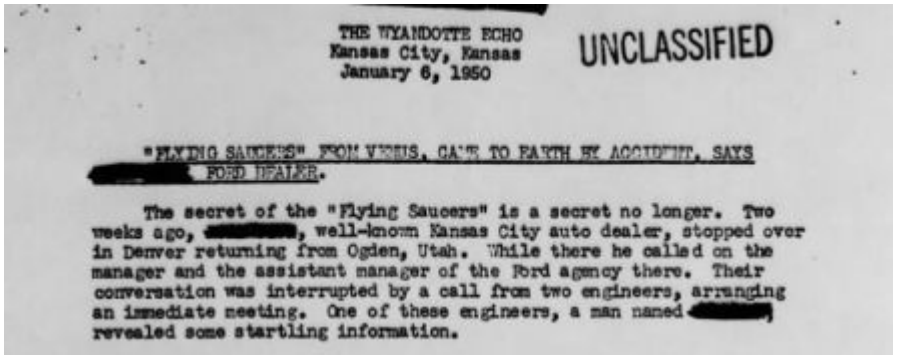
REFERENCE: TWX, HQ OSI; DO #14 and 17, 13 January 1950.
Spot Intelligence Report - HQ OSI, DO #14 and 17, 16 January 1950

SYNOPSIS:

Article in Wyandotte Echo, Kansas City, Kansas, 6 January 1950, stated Kansas City auto dealer, [redacted], while in Denver, met an engineer named [redacted], who claimed to have seen two "Flying Saucers" which had crashed at a radar station near the New Mexico and Arizona border. These craft, each carrying a crew of two, were constructed of some unknown metal and were stocked with food in tablet form. [redacted] also claimed to have removed from one of the craft a radio receiving and transmitting set, which, at 1115 hours daily, received a message in an unknown language. [redacted] said that about fifty (50) of these craft had been found in the United States in a two year period, forty (40) of them being presently at the United States Research Bureau in Los Angeles. [redacted] stated it was assumed the craft had come from the planet Venus.

The Article starts out with an engineer being asked to have an immediate meeting with several other scientists after a UFO crash.

Exhibit 2



THE WYANDOTTE ECHO
Kansas City, Kansas
January 6, 1950

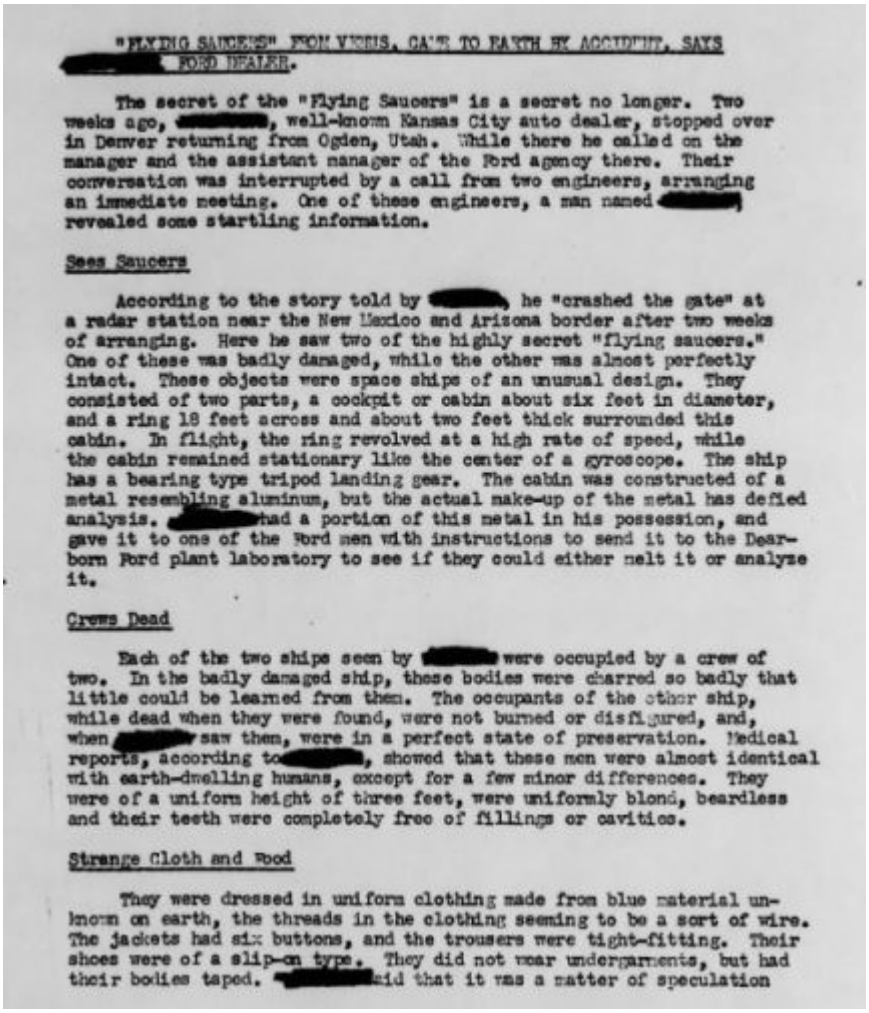
UNCLASSIFIED

"FLYING SAUCERS" FROM VENUS, CAME TO EARTH BY ACCIDENT, SAYS [redacted] FORD DEALER.

The secret of the "Flying Saucers" is a secret no longer. Two weeks ago, [redacted], well-known Kansas City auto dealer, stopped over in Denver returning from Ogden, Utah. While there he called on the manager and the assistant manager of the Ford agency there. Their conversation was interrupted by a call from two engineers, arranging an immediate meeting. One of these engineers, a man named [redacted], revealed some startling information.

The engineer reports seeing two flying saucers about 18 feet in diameter. The crashed spacecraft contained several dead crewmembers that had perished in a fire onboard the ship. The outer surface was an unknown metallic exterior with a color of silver. Upon examination, the deceased individuals, though small, appeared human-like and were wearing a body suit.

Exhibit 3



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Sees Saucers

According to the story told by [redacted], he "crashed the gate" at a radar station near the New Mexico and Arizona border after two weeks of arranging. Here he saw two of the highly secret "flying saucers." One of these was badly damaged, while the other was almost perfectly intact. These objects were space ships of an unusual design. They consisted of two parts, a cockpit or cabin about six feet in diameter, and a ring 18 feet across and about two feet thick surrounded this cabin. In flight, the ring revolved at a high rate of speed, while the cabin remained stationary like the center of a gyroscope. The ship has a bearing type tripod landing gear. The cabin was constructed of a metal resembling aluminum, but the actual make-up of the metal has defied analysis. [redacted] had a portion of this metal in his possession, and gave it to one of the Ford men with instructions to send it to the Dearborn Ford plant laboratory to see if they could either melt it or analyze it.

Crews Dead

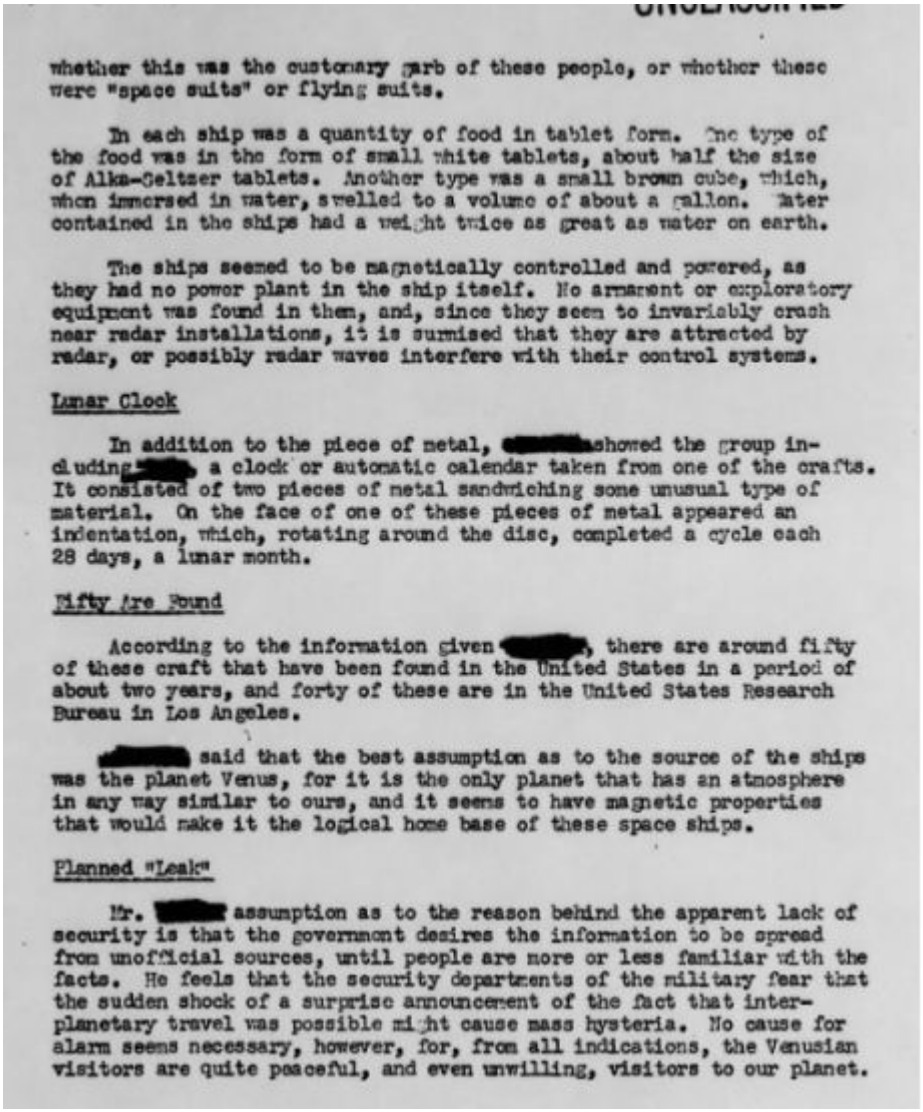
Each of the two ships seen by [redacted] were occupied by a crew of two. In the badly damaged ship, these bodies were charred so badly that little could be learned from them. The occupants of the other ship, while dead when they were found, were not burned or disfigured, and, when [redacted] saw them, were in a perfect state of preservation. Medical reports, according to [redacted], showed that these men were almost identical with earth-dwelling humans, except for a few minor differences. They were of a uniform height of three feet, were uniformly blond, beardless and their teeth were completely free of fillings or cavities.

Strange Cloth and Food

They were dressed in uniform clothing made from blue material unknown on earth, the threads in the clothing seeming to be a sort of wire. The jackets had six buttons, and the trousers were tight-fitting. Their shoes were of a slip-on type. They did not wear undergarments, but had their bodies taped. [redacted] said that it was a matter of speculation

The craft contained some form of food in tablet form. The story continues with the fact that over 50 of these saucers have been recovered by government authorities in the last two years.

Exhibit 4



whether this was the customary garb of these people, or whether these were "space suits" or flying suits.

In each ship was a quantity of food in tablet form. One type of the food was in the form of small white tablets, about half the size of Alka-Seltzer tablets. Another type was a small brown cube, which, when immersed in water, swelled to a volume of about a gallon. Water contained in the ships had a weight twice as great as water on earth.

The ships seemed to be magnetically controlled and powered, as they had no power plant in the ship itself. No armament or exploratory equipment was found in them, and, since they seem to invariably crash near radar installations, it is surmised that they are attracted by radar, or possibly radar waves interfere with their control systems.

Lunar Clock

In addition to the piece of metal, [redacted] showed the group including [redacted] a clock or automatic calendar taken from one of the crafts. It consisted of two pieces of metal sandwiching some unusual type of material. On the face of one of these pieces of metal appeared an indentation, which, rotating around the disc, completed a cycle each 28 days, a lunar month.

Fifty Are Found

According to the information given [redacted], there are around fifty of these craft that have been found in the United States in a period of about two years, and forty of these are in the United States Research Bureau in Los Angeles.

[redacted] said that the best assumption as to the source of the ships was the planet Venus, for it is the only planet that has an atmosphere in any way similar to ours, and it seems to have magnetic properties that would make it the logical home base of these space ships.

Planned "Leak"

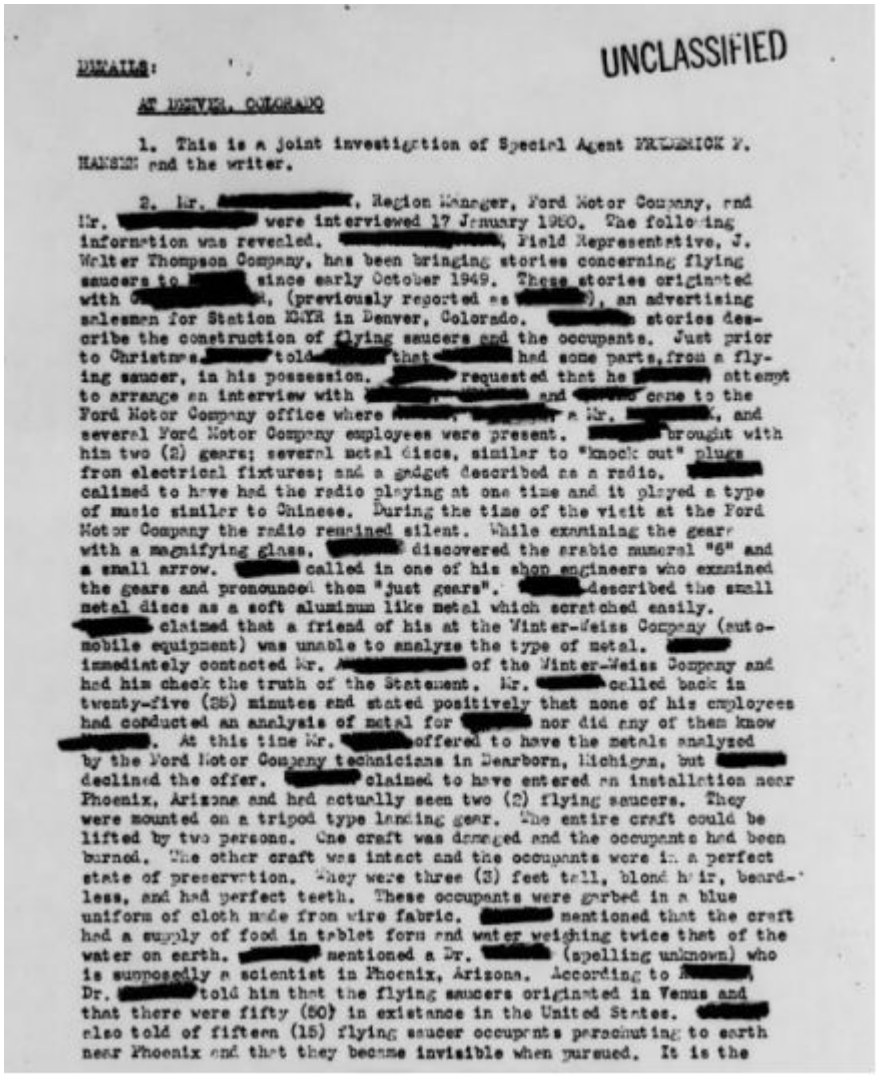
Mr. [redacted] assumption as to the reason behind the apparent lack of security is that the government desires the information to be spread from unofficial sources, until people are more or less familiar with the facts. He feels that the security departments of the military fear that the sudden shock of a surprise announcement of the fact that interplanetary travel was possible might cause mass hysteria. No cause for alarm seems necessary, however, for, from all indications, the Venusian visitors are quite peaceful, and even unwilling, visitors to our planet.

This following section begins the US Air Force investigation by one of its Special Agents, Frederick Hansen. The witness, it is revealed, is willing to give a signed statement if needed. The witness shares that he believes ‘Interplanetary” space ships are landing and the government would like to keep this quiet not to inflame the public.

Investigative Notes

This following section of the story reiterates the facts shared above including the food in tablet form.

Exhibit 5



UNCLASSIFIED

DETAILS:

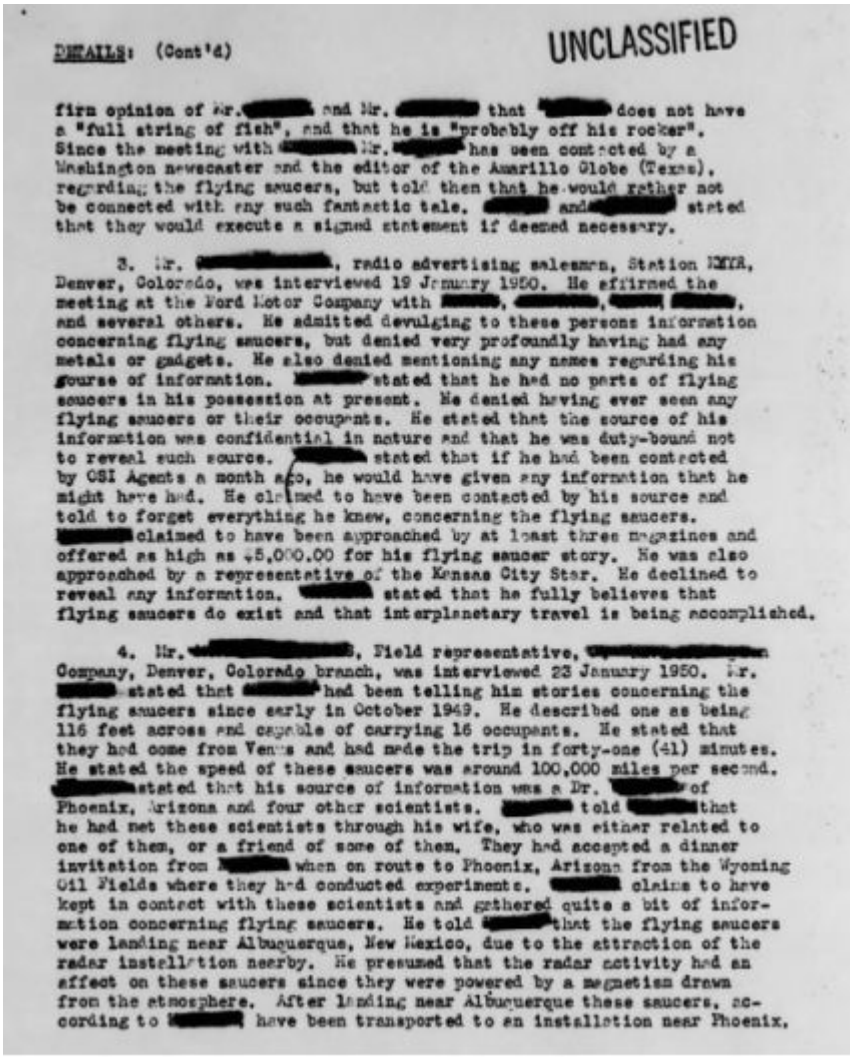
AT DENVER, COLORADO

1. This is a joint investigation of Special Agent FREDERICK P. HANSEN and the writer.

2. Mr. [redacted], Region Manager, Ford Motor Company, and Mr. [redacted] were interviewed 17 January 1950. The following information was revealed. [redacted], Field Representative, J. Walter Thompson Company, has been bringing stories concerning flying saucers to [redacted] since early October 1949. These stories originated with [redacted], (previously reported as [redacted]), an advertising salesman for Station KMYR in Denver, Colorado. [redacted] stories describe the construction of flying saucers and the occupants. Just prior to Christmas [redacted] told [redacted] that [redacted] had some parts from a flying saucer, in his possession. [redacted] requested that he [redacted] attempt to arrange an interview with [redacted] and [redacted] came to the Ford Motor Company office where [redacted], Mr. [redacted], and several Ford Motor Company employees were present. [redacted] brought with him two (2) gears; several metal discs, similar to "knock out" plugs from electrical fixtures; and a gadget described as a radio. [redacted] calimed to have had the radio playing at one time and it played a type of music similar to Chinese. During the time of the visit at the Ford Motor Company the radio remained silent. While examining the gears with a magnifying glass, [redacted] discovered the arabic numeral "6" and a small arrow. [redacted] called in one of his shop engineers who examined the gears and pronounced them "just gears". [redacted] described the small metal discs as a soft aluminum like metal which scratched easily. [redacted] claimed that a friend of his at the Winter-Weiss Company (automobile equipment) was unable to analyze the type of metal. [redacted] immediately contacted Mr. [redacted] of the Winter-Weiss Company and had him check the truth of the Statement. Mr. [redacted] called back in twenty-five (25) minutes and stated positively that none of his employees had conducted an analysis of metal for [redacted] nor did any of them know [redacted]. At this time Mr. [redacted] offered to have the metals analyzed by the Ford Motor Company technicians in Dearborn, Michigan, but [redacted] declined the offer. [redacted] claimed to have entered an installation near Phoenix, Arizona and had actually seen two (2) flying saucers. They were mounted on a tripod type landing gear. The entire craft could be lifted by two persons. One craft was damaged and the occupants had been burned. The other craft was intact and the occupants were in a perfect state of preservation. They were three (3) feet tall, blond hair, beardless, and had perfect teeth. These occupants were garbed in a blue uniform of cloth made from wire fabric. [redacted] mentioned that the craft had a supply of food in tablet form and water weighing twice that of the water on earth. [redacted] mentioned a Dr. [redacted] (spelling unknown) who is supposedly a scientist in Phoenix, Arizona. According to [redacted], Dr. [redacted] told him that the flying saucers originated in Venus and that there were fifty (50) in existance in the United States. [redacted] also told of fifteen (15) flying saucer occupants perambulating to earth near Phoenix and that they became invisible when pursued. It is the

Discusses the client wanting to keep the story confidential as he has given his word. Any discussions he had with other Ford Members was to remain confidential. Note: You may recall, senior officers at the Ford Company witnessed a UFO while in flight with several witnesses.

Exhibit 6



DETAILS: (Cont'd) UNCLASSIFIED

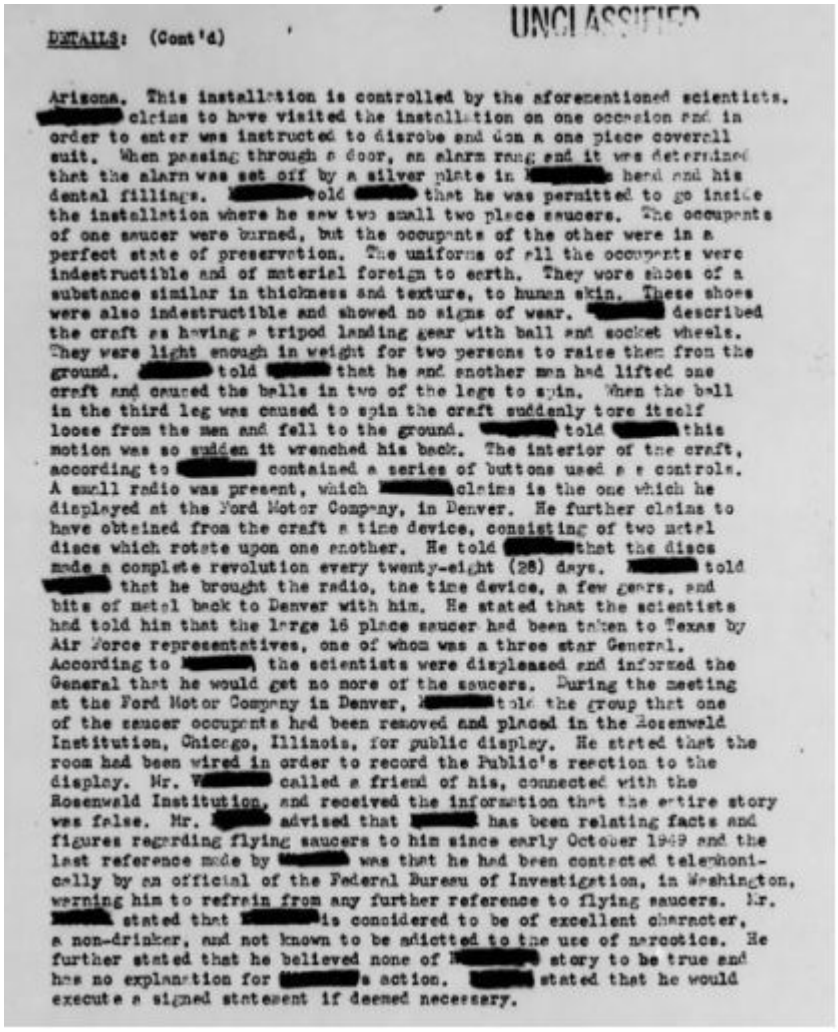
firm opinion of Mr. [redacted] and Mr. [redacted] that [redacted] does not have a "full string of fish", and that he is "probably off his rocker". Since the meeting with [redacted] Mr. [redacted] has been contacted by a Washington newscaster and the editor of the Amarillo Globe (Texas), regarding the flying saucers, but told them that he would rather not be connected with any such fantastic tale. [redacted] and [redacted] stated that they would execute a signed statement if deemed necessary.

3. Mr. [redacted], radio advertising salesman, Station KMYR, Denver, Colorado, was interviewed 19 January 1950. He affirmed the meeting at the Ford Motor Company with [redacted], and several others. He admitted devulging to these persons information concerning flying saucers, but denied very profoundly having had any metals or gadgets. He also denied mentioning any names regarding his source of information. [redacted] stated that he had no parts of flying saucers in his possession at present. He denied having ever seen any flying saucers or their occupants. He stated that the source of his information was confidential in nature and that he was duty-bound not to reveal such source. [redacted] stated that if he had been contacted by OSI Agents a month ago, he would have given any information that he might have had. He claimed to have been contacted by his source and told to forget everything he knew, concerning the flying saucers. [redacted] claimed to have been approached by at least three magazines and offered as high as $5,000.00 for his flying saucer story. He was also approached by a representative of the Kansas City Star. He declined to reveal any information. [redacted] stated that he fully believes that flying saucers do exist and that interplanetary travel is being accomplished.

4. Mr. [redacted], Field representative, [redacted] Company, Denver, Colorado branch, was interviewed 23 January 1950. Mr. [redacted] stated that [redacted] had been telling him stories concerning the flying saucers since early in October 1949. He described one as being 116 feet across and capable of carrying 16 occupants. He stated that they had come from Venus and had made the trip in forty-one (41) minutes. He stated the speed of these saucers was around 100,000 miles per second. [redacted] stated that his source of information was a Dr. [redacted] of Phoenix, Arizona and four other scientists. [redacted] told [redacted] that he had met these scientists through his wife, who was either related to one of them, or a friend of some of them. They had accepted a dinner invitation from [redacted] when on route to Phoenix, Arizona from the Wyoming Oil Fields where they had conducted experiments. [redacted] claims to have kept in contact with these scientists and gathered quite a bit of information concerning flying saucers. He told [redacted] that the flying saucers were landing near Albuquerque, New Mexico, due to the attraction of the radar installation nearby. He presumed that the radar activity had an effect on these saucers since they were powered by a magnetism drawn from the atmosphere. After landing near Albuquerque these saucers, according to [redacted] have been transported to an installation near Phoenix.

This section of the story mentions the witness was able to see the saucers after dawning an unusual suit. The inside of the craft is discussed.

Exhibit 7



UNCLASSIFIED

DETAILS: (Cont'd)

Arizona. This installation is controlled by the aforementioned scientists. [redacted] claims to have visited the installation on one occasion and in order to enter was instructed to disrobe and don a one piece coverall suit. When passing through a door, an alarm rang and it was determined that the alarm was set off by a silver plate in [redacted] head and his dental fillings. [redacted] told [redacted] that he was permitted to go inside the installation where he saw two small two place saucers. The occupants of one saucer were burned, but the occupants of the other were in a perfect state of preservation. The uniforms of all the occupants were indestructible and of material foreign to earth. They wore shoes of a substance similar in thickness and texture, to human skin. These shoes were also indestructible and showed no signs of wear. [redacted] described the craft as having a tripod landing gear with ball and socket wheels. They were light enough in weight for two persons to raise them from the ground. [redacted] told [redacted] that he and another man had lifted one craft and caused the balls in two of the legs to spin. When the ball in the third leg was caused to spin the craft suddenly tore itself loose from the men and fell to the ground. [redacted] told [redacted] this motion was so sudden it wrenched his back. The interior of the craft, according to [redacted] contained a series of buttons used as a controls. A small radio was present, which [redacted] claims is the one which he displayed at the Ford Motor Company, in Denver. He further claims to have obtained from the craft a time device, consisting of two metal discs which rotate upon one another. He told [redacted] that the discs made a complete revolution every twenty-eight (28) days. [redacted] told [redacted] that he brought the radio, the time device, a few gears, and bits of metal back to Denver with him. He stated that the scientists had told him that the large 16 place saucer had been taken to Texas by Air Force representatives, one of whom was a three star General. According to [redacted] the scientists were displeased and informed the General that he would get no more of the saucers. During the meeting at the Ford Motor Company in Denver, [redacted] told the group that one of the saucer occupants had been removed and placed in the Rosenwald Institution, Chicago, Illinois, for public display. He stated that the room had been wired in order to record the Public's reaction to the display. Mr. [redacted] called a friend of his, connected with the Rosenwald Institution, and received the information that the entire story was false. Mr. [redacted] advised that [redacted] has been relating facts and figures regarding flying saucers to him since early October 1949 and the last reference made by [redacted] was that he had been contacted telephonically by an official of the Federal Bureau of Investigation, in Washington, warning him to refrain from any further reference to flying saucers. Mr. [redacted] stated that [redacted] is considered to be of excellent character, a non-drinker, and not known to be addicted to the use of narcotics. He further stated that he believed none of [redacted] story to be true and has no explanation for [redacted]'s action. [redacted] stated that he would execute a signed statement if deemed necessary.

The Special Investigator concludes that the site identified as the crash location was not a radar site, however, close to a scientific research station.

Project Blue Book included many incredible UFO cases. It is important to note that a few stories turned out to be fabricated by people. Though the Air Force found the above facts in this case suspicious, there are certain facts which could be true. Which of those facts are true could not be determined in this review.

Chapter 26: Conclusion

Soviet General admits UFOs are Real
UFO fleet follows Salyut 6
NASA provided copies of the film

On July 1978, a Soviet military general, declared their country had “irrefutable proof of the existence of UFOs and of their very high technical maneuverability and space.”

The Soviet general shared that that “a formation of flying saucers closely followed orbital station - Salyut 6”. He shared this UFO incident event occurred several months ago as Salyut 6 made several Orbits around the Earth.

During a recent visit to the USSR, the general shared the confidential information to the high military command of a Latin country. He reiterated the formation of flying saucers had followed Salyut 6 for three orbits at the time while being piloted by cosmonauts Yuri Romanenko and Gueorgui Crechko."

According to the Argentine article, the cosmonauts took "several films of the flying saucers, which followed Salyut 6 around the earth for some three hours."

Furthermore, the Soviet Union’s general said after thoroughly studying the films taken by the cosmonauts, Russia sent a copy to the United States to be analyzed by NASA experts. The article also said that Moscow had sent the films to the United States in compliance with agreements reserved for the mutual observation of UFOs as a hypothetical danger to world security.”

Today, NASA, the NSA, and the CIA have never declassified this UFO sighting, proving though countries are exchanging such information in the name of "National Security," the American public is not informed of such sightings or its reality.[dcclxxv]

The Conclusion

In this book, we discussed many aspects of visiting UFO craft. In summary, these extraterrestrial ships are monitoring our military bases, weapon depots, nuclear facilities, production plants, airports, and homes. The occupants appear very interested in understanding who we are and what we do. The extreme maneuverability and speed of these ships allow the pilots to follow our missiles in flight, approach our bombers, passenger planes and elude our most sophisticated Jet interceptors.

As we close out this book, we need to remember orders come from the Pentagon and the Joint Chiefs. We need to commend the Air Force for doing its job.

Though most of the public would have liked to have known about the UFO reality in 1947, the Pentagon and the CIA had its reasons to keep the phenomenon secret for 70 years. Today we understand the decision for secrecy, and our lack of knowledge on the subject was based on "National Security."

Project Blue Book provides many good cases to understand the UFO phenomena. However, the real lessons are studying the subject by what the UFOs do in certain circumstances as well as the occupants maneuvering the ships.

We learned "Blue Book" does not include all the UFO cases on record. We discovered the U.S. Navy had its own set of UFO files, which were never released. We also know the more stunning Air Force, Army, Navy and Marine UFO cases have never been published. What awaits us is a gold mine of UFO cases and photographs from all military branches.

The events shared in this book reveal a distinct pattern of UFO facts. These facts became routine for the Pentagon leadership and those at Air Intelligence Wright Patterson AFB (OH), ENT AFB (CO), The Secretary of the Air Force (DC) and at times The White House. A summary of these facts leads researchers to believe that military and government personnel have come to accept the following truths of flying saucers.

Informing the Public about UFOs

We also can now understand the following groups of top-level politicians, military officers and scientists wanted the truth out. Let us review these below;

A significant number of Air Force and Naval officers wanted the American public to know the truth: However, the military officers faced jail time, pension loss and financial penalties for the breach of UFO information. We also know some members quit the service over disgust on the “secrecy and misleading the public.”

A large number of U.S. Congressional members wanted the American public to know the truth: However, many congressional members did not have the security clearances to participate and act on behalf of U.S. citizens.

A good number of scientists (Astronomers) have come forward: Many Astronomers and other scientists have admitted since 1949 that they were able to observe and take photographs of UFOs from their telescopes.

The White House

Most if not all Presidents have been muzzled from discussing the subject of UFOs. During the Obama administration, the White House, published confusing and misleading messages about the subject matter on its website.

About UFOs

The ships and their extraterrestrial crews are Real: We have evidence, comprised of: a) radar records, b) eyewitness testimonial and finally c) photographic, motion picture and video film records. This evidence has been documented through civilians, scientists, and government agencies around the world. The most compelling evidence to date has been that documented at civilian airports, military bases and nuclear and atomic storage sites.

The crews in the ships can travel anywhere they want – whenever they want:

UFO pilots routinely violate restricted airspace. Extraterrestrials do not follow restricted airspace guidelines anywhere in the World.

The ships pose a hazard for commercial airliners: The biggest concern for citizens is the potential for mid-air collisions between Extraterrestrial ships and civilian or military craft.

The ships come in all shapes and sizes: We believe the reason for so many UFO shapes is dependent on the species that designed them. The U.S. by the late 1980's had categorized over 40 species. Furthermore, smaller UFOs are deployed from larger ships (motherships). This method of deploying smaller reconnaissance craft from the larger vessel is very similar to how jets are dispatched from our aircraft carriers.

The crews in the ships monitor our sensitive military installations all over the World. Though we discuss U.S. Bases in this book, the same phenomenon was reported in Russia, China, England, Japan, France, and Belgium. UFOs tend to hover over AEC plants, atomic weapons storage areas, power plants, uranium mines and missile sites. One would assume the visitors appear to be monitoring these locations.

Each country is left undefended when UFOs shut down nuclear missile sites. The Extraterrestrial ships have been recorded shutting down or altering the configuration of the launch capabilities at U.S. and Russian Nuclear Missile sites.

Military men at U.S. and Russian Missile bases have gone on the record to confirm UFOs shut down nuclear silos in the 1960's and 1970's. The one lesson learned from this display of power would be "is human beings being told not to use the weapons."

It seems each power plant (nuclear) is monitored for any signs of radiation leakage.

The ships "antigravity" propulsion drives affect our electrical apparatus: Through electromagnetic impulses, our cars, trucks, and planes with electrical components go haywire or shut down.

The ships outmaneuver our aircraft: It is very apparent, the U.S. and other world powers in the 1940's and 1950's had no craft that could match the aerial dynamics (speed and design) of these extraterrestrial spacecraft. The power plants of the flying devices were beyond man's technology (sciences) at that time. From a CAA official:

> **"They were no ordinary aircraft. I could tell that by their movement on the scope". "I can safely deduce that they performed gyrations which no known aircraft could perform. By this, I mean that our scope showed that they could make right angle turns and complete reversal of speeds of flight." "Nor in my opinion could any natural phenomenon such as shooting stars, electrical disturbances or clouds account for these spots on our radar."** [dcclxxvi]

Extraterrestrials

Many Extraterrestrial species visit earth: We briefly discussed this above; however, we have more to learn. Abductees and Contactees inform us, some of these visitors look exactly like us while others do not. Whether they look like humans or not, they all have one thing in common: One head, two arms and two legs". They are all humanoid in form.

Some Extraterrestrials are willing to meet humans, others not: It seems from many accounts, depending on the species, some extraterrestrials will engage humans. Other species appear to zip away before the human reaches the ship in a field or on the road. It

is not known, if the visitors fear man as a result of “historical shooting cases”, “potential infections by man” or they are shy.

Some Extraterrestrials are friendly; some are hostile: The human population is uniformed about which species are hostile. Only the U.S. government and those governments around the world can share this information. The governments have shared information between each other for several decades. It is assumed they have already determined which species are hostile. In this case, the human populations need to know when to run and when to hold their ground.

How UFOs were Reported

Several Reporting Channels: The Air Force admitted there were two reporting channels for flying saucer encounters in the 1950's (one being Project Blue Book). Project Blue Book was assumed to be the only reporting channel as that was the name given to the American people. It is understood the other non-named channels referred to by General C.H. Bolender, USAF in 1969 remains classified and has been used for scientific and military studies.

The Spaceships

Some UFOs are large, and some have domes and windows: A short study I performed back in 2013 shows some ships of significant size as well as those that have windows and domes (see paragraph below). This is not in Project Blue Book.

Crafts with Portholes or Windows

Eyewitness testimonials suggest many of these ships (not all) were equipped with windows, portholes, and domes. Man uses windows in its planes and jets for observational purposes. It is believed the pilots of these ships would be using the windows and portholes for the same purpose.

Date	Location	Number of Windows / Ports	Shape of Craft
8/10/49	Las Cruces, NM	Sq. windows - Yellow	Cigar
4/25/50	Rocky Hill, CT	Window - lit	Oval
11/25/52	White Sands, NM	2 rows, 6 to 8 windows	Unknown
8/19/56	Hartford, CT	Four windows - lit	Fiery object
2/57	Ridgefield, CT	3 to 4 portholes lit (yellow)	Cigar
12/16/57	Old Saybrook, CT	Square portholes lit	Cigar
1/23/65	Glastonbury, CT	1 window	Saucer
3/12/66	N. Stonington, CT	Windows lit	Saucer / Disk
4/19/66	Sharon, MA	Windows lit	Egg / Oval
1967	Haverhill, MA	Portholes glowed	Saucer
4/21/67	Stamford, CT	Circular windows	Cylindrical
9/17/67	Taftville, CT	2 Large windows	Large saucer
12/16/69	Hartford, CT	Row of windows - lit	Light (Not plane)
3/75	Cheshire, CT	3 Large Portholes	Large Disc
7/25/77	Danbury, CT	Windows – green light	60 ft Disc
8/26/78	Cape Cod, MA	Rectangular Windows	Oval
3/1/80	Oxford, CT	3 large portholes – Blue light	Cigar

The above objects reflect windows or portholes in the above states. Testimonials also reflect many of these ships were equipped with clear or lighted domes.

In the nineteen sixties we notice a large increase in the domed craft sightings at various New Mexico bases and parts of Massachusetts and Connecticut.

Date	Location	Dome	Shape of Craft
5/23/52	Kirtland AFB, NM	Dome	Aluminum Object
7/29/56	Hartford, CT	Dome lit	10-gallon Hat
9/56	White Sands, NM	Dome	Disc – landed
59	Washington, D.C.	Dome illuminated	Disc passes plane

10/7/65	Southington, CT	Dome	Saucer
3/12/66	North Stonington, CT	Dome	Saucer
3/14/66	Westport, CT	Dome	Huge Saucer
4/12/66	Dorchester, MA	Dome	Oval
4/17/66	Peabody, MA	Dome	Oval
4/23/66	Dorchester, MA	Dome - yellow	Disc
4/24/66	Dorchester, MA	Dome - yellow	Oval / Discoid
6/11/66	Westport, MA	Dome	Disc
10/12/66	Pocotopaug Lake, CT	Dome	Unknown
1/17/67	Granville, MA	Dome	Disc
1/18/67	S. Williamstown, MA	Dome	Disc
1/18/67	Norton, MA	Dome	Cloud-like
2/10/67	Alamogordo, NM	Dome	30-foot craft
2/17/67	Dorchester, MA	Dome	Disc
3/18/67	Stow, VT	Dome	Oval
67	Haverhill, MA	Transparent Dome	Saucer
4/20/67	Bolton, MA	Dome	Disc
6/67	Bethel, CT	Dome	Disc
7/28/76	Blueberry Mtn., CT	Dome	Disc

From the above information we find: 1) some of the smaller crafts appear to have domes, 2) not all of the domed crafts were observed to have windows.

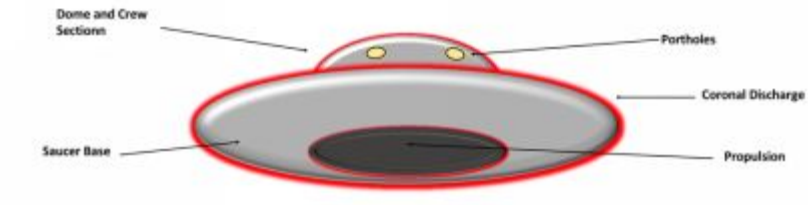


Figure 82 - Illustration of Saucer Sections

The Larger Crafts (Size)

Eyewitness testimony confirms these ships have different shapes and sizes. It is proposed the smaller vessels depart the larger craft. The average size of the smaller vessels appears to be between 8 feet to 25 feet in diameter. Below we provide evidence of the size estimates of the larger ships. It is unfortunate the military has not

released the size of the motherships over Washington. It is assumed they were massive in size.

Date	Location	Size (Feet long)	Number of Objects
1934	Winsted, CT	200	1 – Egg
7/10/47	Clines Corner, NM	160	1 – Disc
9/23/48	Santa Fe, NM	150 to 200	1 – Egg
4/25/49	White Sands, NM	105	1 – Disc
6/10/49	Otis AFB, MA	100	1 – Tubular
10/11/49	Alamogordo, NM	100	1 – Ball
1/24/50	Blacksburg, VA	200 to 250	1 – Dome shaped
3/17/50	Farmington, NM	280	1 – Disc
9/17/50	Tatuill, NM	100 to 150	1 – Egg
9/26/50	Bradley Field, CT	200	1 – Disc
10/27/50	Baltimore, MD	100	1 – Egg
1/24/51	Westover AFB, MA	160	3 – Unknown
8/21/51	Albuquerque, NM	230 to 340	1 – Flying Wing
5/10/52	Kirtland AFB, NM	162	2 – Discs
7/1/52	Boston, MA	100	1 – Disc
7/14/52	Norfolk, VA	100	8 – Saucers
8/9/52	Las Vegas, NV	100	1 - Saucer
5/13/54	Washington, DC	250	Several Discs
1/1/55	Cochise, NM	120	1 - Disc

Beginning in the 1960's, the ships would become brazen hovering over cars, homes, and towns. It would appear the occupants (extraterrestrials) had an interest in observing humans relaxing, working and playing. History shows us that some of these objects have appeared at fireworks displays, football, and soccer games.

In closing; The Pentagon released its first videotape of a UFO being followed by U.S. Navy F-18 jets back in 2004. The video was released in 2017 and can be seen on YouTube. As I shared in my first book, being a military dependent, I was proud the Pentagon released this evidence to the general public. Its time, we hope all classified UFO files will be released to the public so the public can

continue educating ourselves and children about this new reality. The world is ready for disclosure.

If you want to read more about UFOs, there are two other books available:

“UFOs In U.S. Air Space: Hard Evidence”
800 pages (UFO Cases in the United States)

“The Invasion of Earth: UFO and Extraterrestrial Contact”
520 pages (UFO Cases from around the World)

About the Author

John Scott Chace comes from a long line of military soldiers beginning with the American Revolution. He is the son of Colonel Chaplain Alston R. Chace (USAF Retired) and Nephew of Colonel Frank C. Chace (U.S.M.C.).

A Christian and military brat, who lived on many of the U.S. Air Force bases where the better-known UFO incidents have taken place in the UK and U.S., he has an appreciation for all military men and women serving this country.

John became a witness to his own UFO sightings in Connecticut from 2011 to 2013. He then became a researcher, and historian to understand this worldwide phenomenon.

John is happily married and lives with his wife in Indiana. He attended St. Stephens Episcopal School for boys (now called St. Stephens / St. Agnes School) in Alexandria, Virginia. He has an undergraduate degree in Business (Marketing / Finance) from the University of Richmond and a Master's of Science in Christian Counseling from Philadelphia Biblical University (now known as Cairn University).

As John puts it, his mission in these books is simple: "To get the truth of this phenomenon into the hands of the people of the world".

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